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Leslie's

Illustrated Weekly Newspaper
Established in 1855

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A. S. BURLISON,
Postmaster General.

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225 Fifth Ave., New York



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The Party Wire



Spring-Time, Peace-Time, Touring-Time

THE lawn is turning green—a robin is singing outside your window—frogs are croaking in the lake down toward the Country Club. Soft, balmy air caresses your brow after the day's work is done. Elusive, half-forgotten memories of other days tell you truly the Spirit of Spring is abroad in the land.

All through the day—when you rise in the morning—while you work in the office—when you sit at home in the evening, come these messages of Spring. They are calling you to enjoy the great out of doors—they whisper of golf courses, fishing and swimming pools, pretty parks, beautiful lakes, flower-bordered roads. All nature invites you to buy an Elgin and open the gates of your soul to the beauty around you.

You are glad to get away from the strain of war-time economy and conservation—you've earned the right to enjoy yourself. Like most good Americans, your sense of value is keener than ever before. You now insist on getting 100 cents in value for every dollar you spend. Your Ideal Peace-Time Car must combine beauty and grace with strength, comfort and economy.

For Americans like you, Elgin engineers were busy improving, testing and perfecting the New Elgin Six for eighteen long months while the Elgin factories went to war by building trucks for Uncle Sam. They enlarged the engine to give more power and speed. They made the car easier to operate and control. They strengthened it to increase its endurance. They improved the body design to make the New Elgin more graceful than ever before. They retained the light weight and sturdiness that always have been characteristic of the Elgin Six.

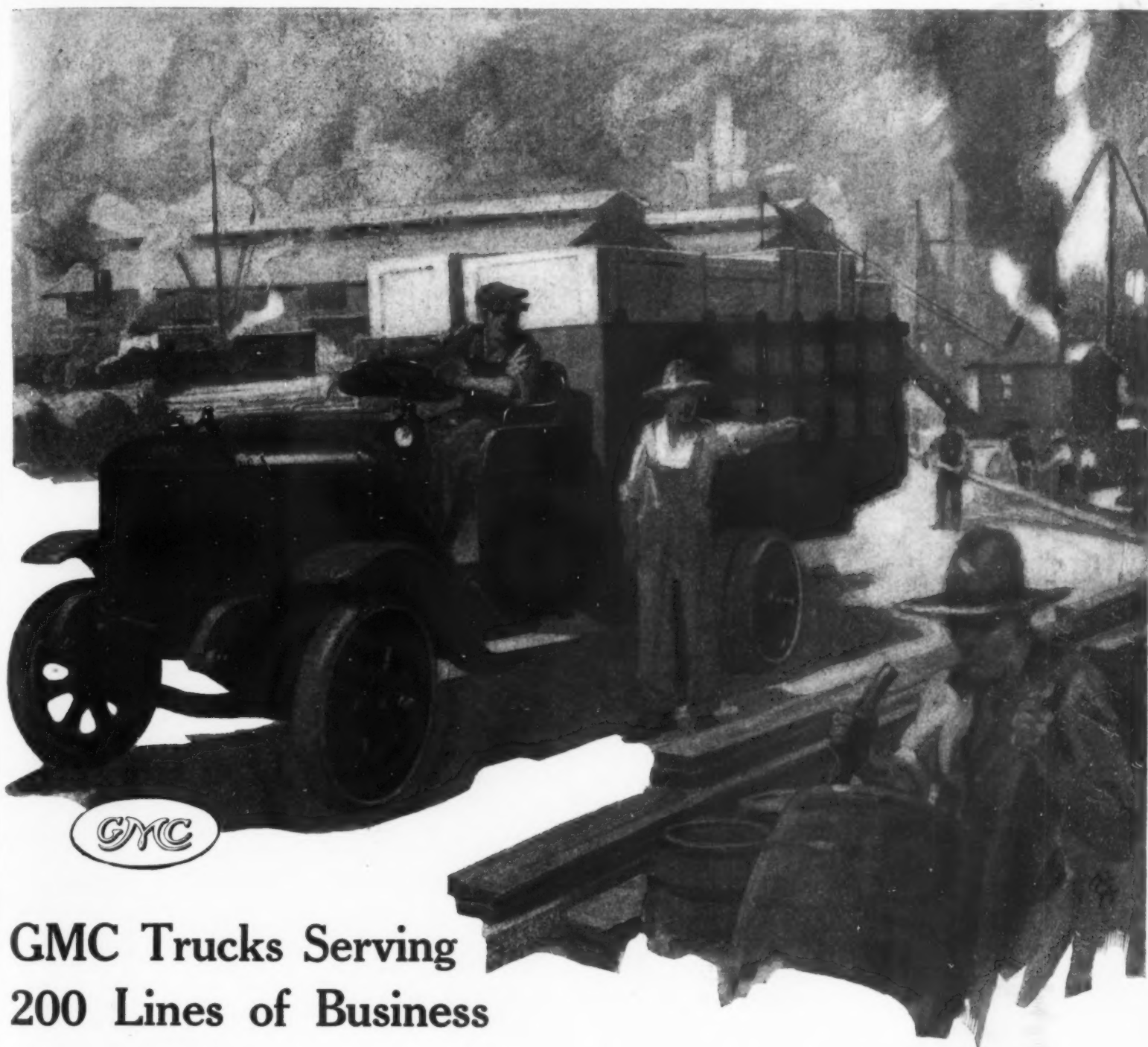
This Ideal Peace-Time Six, with its 36 Improvements and Refinements, at \$1395 f.o.b. factory, is easily the best motor car value on the market today.

Let your Elgin dealer show you the way to a happy Spring and Summer.

ELGIN MOTOR CAR CORPORATION
ARGO, ILLINOIS
(Suburb of Chicago)

New
Elgin
Six





GMC Trucks Serving 200 Lines of Business

The use of GMC Trucks in more than 200 lines of business has a significance that is best explained by referring to the outstanding features of the trucks themselves.

To begin with, six standard sizes, ranging from $\frac{3}{4}$ ton to 5 tons, when equipped with suitable bodies, are adaptable to the widest differences in weight and character of load.

Then, so large is the factor of safety that in handling such a wide variety of goods as 200 lines of business represent, GMC Trucks have proved universally dependable.

Again, from the standpoint of power and general roadability

GMC chassis units are so judiciously rated and proportioned as to perfectly balance the engineering plan.

Everywhere in the mechanical make-up of every GMC Truck there is a big reserve factor more power, more gear strength, greater chassis flexibility than may ever be needed.

These are a few of the more important points on which are based the selection of GMC Trucks in more than 200 lines of business.

Let Your Next Truck Be a GMC
GENERAL MOTORS TRUCK COMPANY
PONTIAC, MICHIGAN

Branches and Distributors In Principal Cities

(45R)

GMC TRUCKS

WILL YOUR MOTOR TRUCK BE AN ORPHAN ?

THERE are thousands of truck orphans left on the hands of their owners. Their makers have gone out of business. It is reported that, of 555 companies organized since 1909, 331 no longer exist. Half of the remaining are less than two years old. 228 lasted but a year.

Making motor trucks is a large scale operation. Only the resourceful succeed. Some makers lack the capital. Some lack the output for economical manufacture.

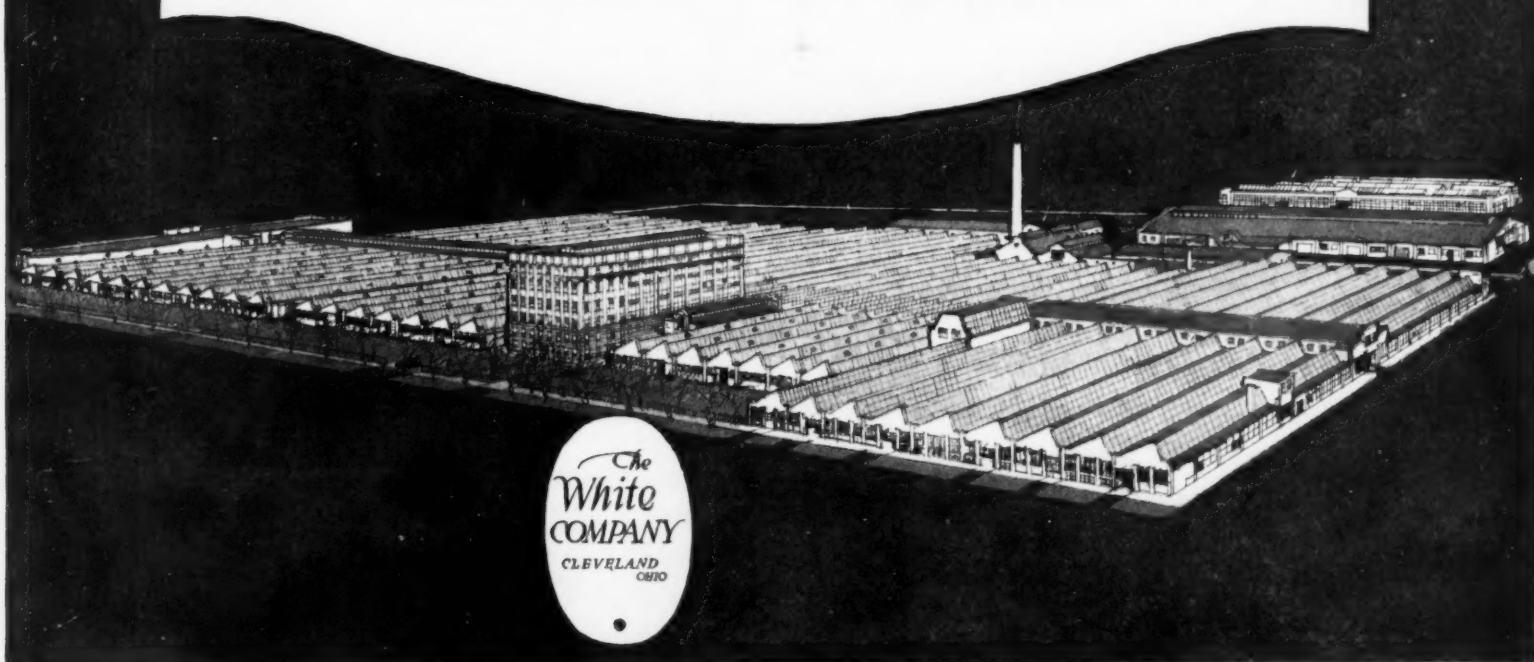
Motor trucks are an investment. Rightly used, they should earn dividends large enough and long enough to write themselves off the books and then make a clear profit. The investor in a bond is as keenly interested in the soundness and stability of the issuer as he is in the terms of the bond. So the purchaser of a truck should be interested in the permanence and stability of the maker.

Any mechanism designed to last is

a doubtful value if the maker can not be counted on to remain in business and back up his product. The purchaser invests *also* in the maker's experience, in his reputation and in his service facilities. Of what use is a truck if parts are no longer available? What resale value does it have without a maker? Who will furnish service to the owner?

A purchaser can judge these things by: Years in business, Financial statements, Performance records, Number of trucks in service, Size and growth of output, Reputation of the product, Service facilities *already* established.

The Purchaser of a White Truck Backs His Investment in It with the Strength of The White Company, with Its Years of Successful Experience, with Its Thousands of Trained Employees, with Its Tens of Thousands of Trucks in Active Service, with Its Millions of Capital, and a Service Organization, Nation-Wide, which Has No Parallel in the Industry.





Leslie's Illustrated Weekly Newspaper

JOHN A. SLEICHER,
Editor-in-Chief
CONKLIN MANN, Managing Editor

THE OLDEST ILLUSTRATED WEEKLY NEWSPAPER IN THE UNITED STATES

ESTABLISHED DECEMBER 15, 1855

CXXXVIII

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NOTE.—Mr. Fort, Governor of New Jersey from 1908-1911, has played no small part in the industrial, political and diplomatic life of the United States for the past 30 years.

Give Business a Chance

By HON. J. FRANKLIN FORT
Federal Trade Commissioner

UNDER the present laws of this country there is no possible way in which men, perfectly honest in their purpose, may join to build up either foreign or domestic trade by united action without risk of violating the criminal law. Under the Webb Act all the restrictive provisions of the Clayton Act and the Federal Trade Commission Act are applicable to unfair competition, unlawful discrimination in price, unfair discounts and the like, in all foreign trade, and the Webb Act provides extra-territorial jurisdiction in the Trade Commission as to any unfair trade by any of these associations in their dealings in foreign countries. We thus protect the foreign merchant as well as our own, as to any unfair business done under the Webb Act.

There is a strong tendency among business men to remove restrictions against cooperation. The Sherman Law of 1890 cannot be claimed to have been a business success. It was and is an innovation in business. Many of the originators and its later sponsors do not now claim it to have been a success. The courts have been compelled to interpolate into the written statute a court construction as to the "rule of reason" to make it workable with any degree of fairness. It has not helped the cause of the capitalist, laborer, dealer or consumer to any discernible extent. Nobody is entirely satisfied either with the act or its effect in operation. It has never restrained a capitalist, nor has it ever helped a laborer, nor benefited any customer in any commodity sold to him.

During the war the Sherman law has been practically inoperative. If this law had been enforced in its letter, it is doubtful if the war could have been as effectively fought as the neglect to enforce it permitted to be done. Shall this country in its business relations permit that act to remain on the statute book as it is, and go back to its strict enforcement in all its conditions? Is it not time for Congress to reconsider this whole question of anti-trust legislation? The total disregard of individual needs and of joint individual interests should not be continued.

That combination should be regulated in the public interest is clear. But the control should not be entirely governmental. It should be under mutual arrangements by joint official and individual action. The business man should have the right to confer with the official to see if the two acting jointly cannot agree on the fair thing. No man should be in a position of being a law-breaker and told he is one, as the first information that he gets as to an error in his way of conducting his business.

During the war the Federal Trade Commission has found for the Government, with the consent of the great and small business interests of the country, the actual costs of their business. After we found the cost as to each industry, it was submitted to the industry for criticism, and with very few exceptions was there divergence or great controversy. Then the War Industries Board called in for conference those desiring to sell to the Government, to fix the profit to be added to the cost. Of course, there probably were some mistakes, but usually

tunity to grasp it under association or otherwise, if the associations formed are properly guarded in the methods permitted. Take the brakes off the legitimate business of the country.

The situation in this country today, in both domestic and foreign commerce, is exceedingly important, and of vital concern. We will be required more than ever before in our trade intercourse, both with our own citizens and others abroad, to exercise most scrupulously the principles of the golden rule. Selfishness can play no part in the future growth of American business. There is no objection to big business, or large business concerns. The only charge that can be laid against them is a tendency to develop at the risk of open and fair trade competition. No business that is honest, no matter how big, is objectionable. No one should be opposed to any business man increasing his power and usefulness, and his wealth, so long as he does it by honest methods. The day of exploiting business is past. There is too much intelligence and capacity among the business men of this country to permit exploitation. The light of day must be let in on all business, and no business should be allowed to proceed along any line that is not open, fair and honest in all its dealings.

For almost thirty years the Sherman Act has been enforced, and while under it much has been done, it has been largely from fear of business men of their ability to observe it that business has been more or less hampered, even among honest merchants. The actual force of the Sherman Act has been of difficult understanding, and business men have never felt really sure of where they stood under the act, and what they could or could not do. It is unquestionably true that the Supreme Court doctrine, that this act must be construed in the light of reason, has greatly helped the situation, but even that is still left in what might be called a twilight zone, as to what can and what can not be done under this act.

The country should be relieved from any controversy about conducting it in such a way as to endanger the suffering of some penalty which the business man did not expect in organizing and carrying on the trade in which he was engaged. We have reached a time when there must be absolute freedom in conducting business along lines that are known not to be violation of any law. No man can conduct business comfortably and feel that there is all the time more or less liability that he will be brought up for some violation of the law. There must be some method devised by which merchants engaged in competition in any line can have some understanding without fearing imprisonment. It begins to look now as if cooperative organizations or associations, similar to those under the Export Act, should be allowed among business men. Cooperation seems to be one of the apparent solutions, but cooperation must be regulated, so that when a conclusion is reached those in cooperation will understand perfectly whether they are or are not violating any law.

We are perfectly protected under the Federal Trade Commission Act and the Clayton Act against any unfair methods of trade, and they can be stopped without difficulty. Price-fixing seems to be inhibited by law under the decisions of our courts. Apparently, the mere gathering together for the purpose of fixing prices, or even conferring about prices, seems to be held up.



J. FRANKLIN FORT
Ex-Governor of New Jersey and member
of the Federal Trade Commission.

where this course was pursued, there was a just and fair result. This was done in urgent times and under stress, requiring speedy action. If it was a success then, why not in peace times, when more circumspection and care are possible. Cannot this now be done with good results to all business interests, and to the general public welfare? Is it not worthy of trial?

Will it not be just as good for the laborer and consumer, as the capitalist, if both say, through some government agency, that the Government believes the arrangement made is fair? Is it not much better than for the Government to attack business interests as if they were criminal before they are warned of their error? The business of the country must be free to every extent possible. Large business is not objectionable. Size is of no concern, if everything is done openly and with strict conformity to the Golden Rule. With some government agency controlling conferences of business men and associations, all this can be provided for, and everything run fair and smooth, and with justice to private interest and with just protection to the consuming public. If business men are to do the business which seems to be coming our way, there must be permitted more cooperation by conference or understanding publicly made than at present.

There are great possibilities in business in both foreign and domestic trade, and business should be given oppor-

EDITORIAL

"Stand by the Flag: In God We Trust"

Suppose!

SUPPOSE, while we delay in settling the peace terms with Germany, the Bolsheviks get the upper hand in that country as they did in Russia in the face of idleness and starvation.

Suppose that it may become necessary for the Allies to march an army into Germany to restore peace and to save the country from the mad mob of bloodthirsty anarchists.

Suppose that the worn-out soldiers of the Allies refuse to march and say that the war is over and that they wish to return to their homes and their occupations.

Suppose, under such conditions, with no army to restrain the mad mobs of Europe, the Bolsheviks should get the upper hand not only in Germany and Russia but also in Great Britain, France and Italy.

Suppose the Allies, with their backs "against the wall," should turn once more to the United States for help and ask us to send our soldiers to restore peace in Europe.

Suppose that our people, too, tired of war, should demand to know why peace terms were not settled at the Paris Conference promptly after the armistice, and complications avoided?

Why not settle with the dirty Hun first and then take all the time we need to perfect a League of Nations in which project all of us heartily believe.

Let us have peace!

Bolshevism and Mooney

IT is not surprising that the conference of governors and mayors gave enthusiastic endorsement to the antagonistic attitude of Secretary of Labor Wilson toward Bolshevik propaganda in the United States: Secretary Wilson characterized the recent strikes at Butte, Lawrence and Paterson as deliberate attempts "to create a social and political revolution that would establish the soviet form of government in the United States and put into effect economic theories of the Bolsheviks of Russia." All such attempts had failed, the Secretary declared, because the Department of Labor and other agencies of the Government had been appealing to the judgment and reason of the people against such exercise of force.

The most glaring demonstration of Bolshevik propaganda in the United States is the demand of the Lenin Government of Russia that either Debs or Mooney be exchanged for an American citizen now under sentence of death in Moscow. We have repeatedly pointed out the connection existing between Mooney, the I. W. W., and Russian Bolshevism. Every one should now be convinced that those who have been trying to save Mooney from the sentence of the courts have been lending aid to the assassins and murderers of Russia.

No case has been more grossly misrepresented: Mooney had a fair trial by an American jury. His case was appealed to the highest courts, and his conviction was unanimously affirmed. A stupendous effort has been made to save Mooney just as was done in the case of the Los Angeles dynamiters. The latter confessed their guilt, although a quarter of a million dollars was raised by labor for their defense. Mooney has not yet confessed, but labor might better use for the unemployed, or for some other labor need, the funds raised in his behalf.

Hunting a Panacea

LABOR unrest will constitute the greatest single reconstruction problem of every nation that has been at war. So significant are the strikes in Belfast and Glasgow that industrial unrest has superseded the Peace Conference as the chief topic of interest in Great Britain. The principal instigators of these strikes are both Russians, whom the London *Morning Post* calls the "Trotzkys of Glasgow and Belfast." There is a universal desire to find a panacea for this unrest, but nothing will be gained by trying to deal with the Trotsky type of agitator. He is out to destroy the last vestige of the existing order, and the hope of coming to an agreement or reaching a compromise with the Bolshevik is without foundation.

Hope lies in the fact that only a small minority of labor is represented by this revolutionary element. A large meeting of Glasgow workers, who are out of sympathy with Bolshevik leadership, condemned the "undemocratic and unconstitutional methods" which forced them to take part in the Glasgow strike, and pledged support to the trade unions in maintaining law and order. The hope of solving peaceably the problems of labor and cap-

Out They Go!

By SECRETARY OF LABOR WILSON

OUR country has welcomed the people from all the nations of the world, except the physically, mentally and morally defective. When our people desire to make any change in their form of government, the machinery is provided in our Constitution by which they can do so, and do so properly. Any alien who comes to the United States and advocates the overthrow of our Government by force is an invading enemy, who is treated with leniency when he is simply deported to the country from which he comes. The use of force to overthrow an autocratic form of government may be the highest patriotism. The use of force to overthrow a democratic form of government is treason to the masses of the people.

ital lies in cooperation on the part of employers with workers of this stamp, who have the good of the community as a whole at heart as well as the interests of their own class, and who are willing to abide by the decision of the majority. The London *Spectator*, commenting on the domineering attitude of certain factions among the trade unions, says: "We will yield with a perfectly good grace to the will of the majority, but we will not yield to a new aristocracy, merely because its claim to dominate is so loud and so arrogant. If it is necessary we will have a new Rummymede and a new Magna Carta."

There is no necessity for a labor Rummymede in England, and even less necessity or likelihood of it in the United States. What is needed is enlightened cooperation on the part of both labor and capital in reaching understandings for the mutual advantage of each. If as much effort were expended in this direction as in making trouble, strikes would be a rarity.

There is a God

EVERY appeal for the uprooting of injustice strikes a responsive chord in the human breast, but many give heed to this without appreciating radicalism's full program or the foundation upon which its philosophy rests. They do not realize that radicalism not only attacks human institutions but God as well. Toward every movement that would abolish injustice and oppression, provided it be not guilty of the same offenses in the process, we are sympathetic, but for the social, political and economic philosophy that starts with a denial of deity we have absolutely no use.

The world's leading exponent of radicalism today is the Russian Bolshevik Party. The public knows the Bolsheviks as a small group of international Socialists who have wrecked the Russian Government and thrown Russian industry upon the scrap heap. Worse still, they would tear down the foundation upon which rests the whole moral order, as well as that upon which stable government and sound economics depend. One of the ships of the Black Sea fleet formed a committee to decide whether there was a God or not. After hearing argument on both sides, they decided there was no God, and dismissed the chaplain. Another committee revised the prayer book with this result: For the phrase "Lord God," they substituted "President God of the Heavenly Republic," and made the Christmas service read, "Glory to God in the highest, and on earth peace without annexations and indemnities."

We don't have many Bolsheviks in the United States, but we have plenty of their first cousins—the I. W. W. The Russian revolution gave the Bolsheviks an opportunity that has not come to the I. W. W., but the United States is facing, more remotely, the same sort of danger from the I. W. W. that Russia is experiencing from the Bolsheviks. Sabotage and murder are the chief weapons of the I. W. W. Charles L. Lambert of Sacramento, Cal., secretary of the hop-pickers' defense committee in 1914, and later a member of the general executive board of the I. W. W., says that sabotage in the hop fields and fruit orchards of California caused losses amounting to \$10,000,000 annually for several years. The same Lambert letter, which appeared in the Chicago trial of 112 I. W. W. leaders, spoke of "getting" Sheriff Meadows of Imperial Valley by poison after five years of unsuccessful effort.

The I. W. W. are a menace, not simply because they believe in sabotage and direct action; they, too, like the Bolsheviks have no place for God or church in their philosophy and have paraded the streets of American cities, flaunting their banner, "No God." This is the sort of organization that is being defended by certain college professors, newspaper writers, lecturers and social reformers, and even in a few pulpits. The American people have never been inclined to take seriously a danger that is remote or which does not seem to affect them as individuals, but the plight of Russia exhibits the folly of this sort of leadership.

The time for God-fearing citizens to arouse themselves against the I. W. W. menace is now, before the movement assumes more alarming proportions.

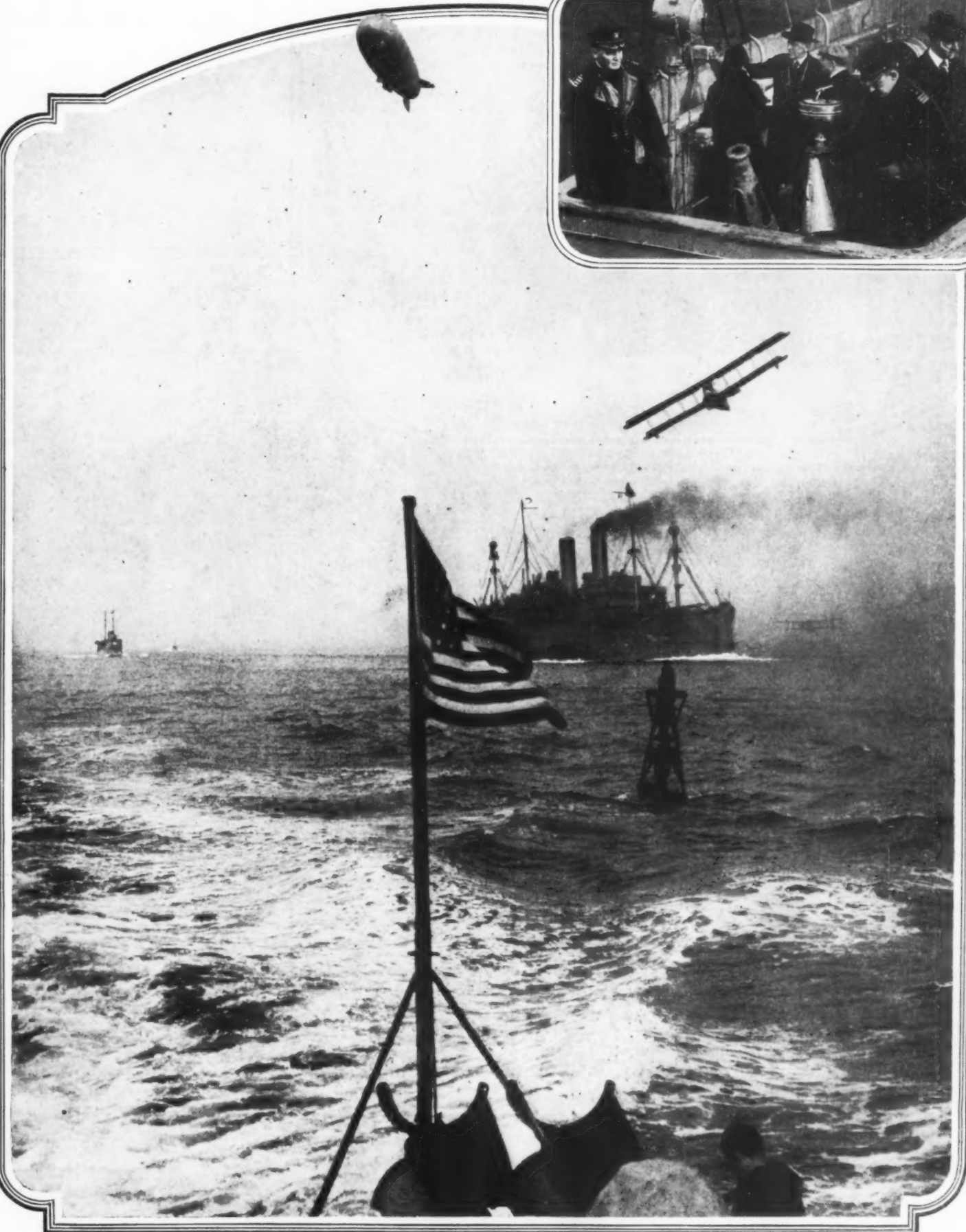
The Plain Truth

MUNSEY! The French Government honored itself in bestowing the cross of the Legion of Honor upon Mr. Frank A. Munsey, one of America's most distinguished publishers, in recognition of Mr. Munsey's great service to France and to civilization. Replying to the honor in an eloquent address, Mr. Munsey spoke in praise of the France of old and the new France the war had developed. "The new France," said he, "will become the shrine of the world. All peoples from all over the earth who have the means to do so will journey thither to see for themselves the battle scenes of the great war, to stand upon that hallowed ground." We congratulate the talented editor and publisher of the New York *Sun*, and sundry successful magazines, on the honor that he has received from an appreciative people.

PATERNALISM! It is refreshing in these days of bad legislation to find a State official protesting against paternalistic legislation. Jesse S. Phillips, State Superintendent of Insurance of New York, brands the bill recently introduced in the New York legislature to provide health insurance as "the rankest kind of paternalism." It is contrary to the whole American theory of government, which is designed to give to the individual the largest degree of personal liberty in managing his own affairs. Health insurance, as Mr. Phillips points out, had its origin more than thirty years ago in Germany, whose system of government is obnoxious today in the view of more than two-thirds of the civilized world. Bismarck's idea was not to develop and protect the liberty of the individual, but to strengthen the power of the State by taking care of the individual and thus silencing his protests. The American citizen is qualified to take care of his own insurance without the paternalistic interference of the State. The experiment of state insurance, wherever it has been tried in this country, has proved a practical failure.

SHIPS! In 1795 the percentage of American goods carried in American ships was 99 per cent. In 1914 this had dwindled to .07 of one per cent. When the keen after-war competition begins we shall possess the ships, but shall we be able to keep them under our flag unless some modifications are made of the seaman's law? Before the present law went into effect 26.05 per cent. of vessels in the American trade on the Pacific were Japanese and 26.10 per cent. were American. After May 1, 1917, under the influence of the La Follette law, 50 per cent. of the vessels were Japanese and 1.97 per cent. were American. The abnormal rates prevailing during the war have enabled all shipowners to make a profit, but when normal conditions return with a keener foreign competition than ever the La Follette law will get in its deadly work. A certain section of the American people have been afraid of the word "subsidy." They have felt, erroneously, we believe, that it meant special benefit to a few shipowners. President Robert Dollar of the Dollar Steamship Companies overcomes the objection by proposing that the Federal Government pay the difference between the wages of foreign seamen and the wages fixed by the La Follette law for American seamen. This would not be a subsidy to shipowners, but only an equalization of American labor, with its higher standard of living, as against cheap foreign labor. This would enable American shipowners to compete on equal terms with foreign shipowners, which is all that is asked, and the least that should be expected. Although there is a movement on the other side of the Atlantic to improve conditions for seamen, there is no certainty that it will succeed to the extent of equalizing foreign and American wages and other requirements. This country, therefore, should act in the matter independently of any other.

The President Returns to Paris



INTERNATIONAL NEWS
The U. S. Navy Transport *George Washington*, escorted by the cruiser *Montana*, several destroyers, a dirigible and seaplanes, leaving New York harbor for Brest on the morning of March fifth. As the ship swung into the river from the pier at Hoboken President

PAUL THOMPSON
and Mrs. Wilson climbed to the bridge and a salute of twenty-one guns boomed out from the quick-firer on the forward deck. At a speed of eighteen knots the *George Washington* was expected to cover the 3,100 miles to Brest on the eighth day of the voyage.

New York's Our Soldiers *and Triumphal* *Arches of*



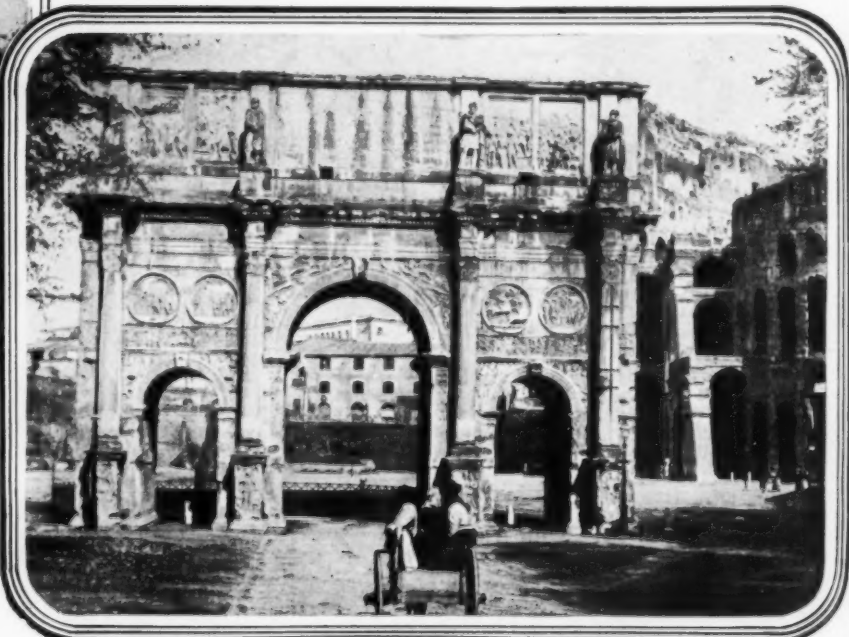
The official sketch of the temporary memorial arch now being completed in Madison Square, New York City, in honor of American soldiers and sailors in the great war. The inscription reads: "Erected to commemorate the homecoming of the victorious army and navy of these United States of America, and in memory of those who have made the supreme sacrifice for the triumph of the free peoples of the world and for the promise of an enduring peace."



The Washington Arch, in New York City, erected in 1889, to commemorate the hundredth anniversary of the inauguration in New York City of George Washington as the first President of the United States.



The Court of Honor and Naval Arch, erected in Madison Square, New York, to celebrate the return of Admiral Dewey and his victorious sailors from Manila, after the Spanish-American War.



The Arch of Constantine at Rome, commemorating the Dacian victories, which was built in 312 A.D., and bore bas-reliefs representing the conquest of Maxentius.

k's Tribute to ers and Sailors phal and Memorial es of Other Days



The Triumphal Arch situated in the Place du Carrousel, Paris. It was erected to commemorate the victories of 1805. It formed the main entrance to the Tuileries Palace.



The Arch of Hadrian in Athens, Greece, built by his successors to commemorate the great Roman emperor, who caused to be erected many beautiful buildings in that city.



The Brandenburg Gate in Berlin, through which Emperor William I, Bismarck and Von Moltke led the German army in June, 1871, after the conquest of France.



The Soldiers' and Sailors' Memorial Arch in Prospect Park, Brooklyn, was erected in memory of soldiers and sailors in the Civil War.



The Memorial Arch and Bridge at Hartford, Conn., erected by the city in 1885, in memory of the soldiers and sailors who served in the Civil War.

Putting an Army Wise

By PVT. JOHN T. WINTERICH
(On Duty with the Official A. E. F. Newspaper, *The Stars and Stripes*)

WHEN George W. B. Britt left his desk in the House of Representatives office building at Washington to don the uniform of an army field clerk, he probably did not expect to develop into the big brother of the great host of which he was the genial vanguard.

He did not appeal to the gentleman from Massachusetts whose secretary he was for a sinecure post or a snap commission. He was not a draft ducker. For the draft blew ten years to the south of Britt, and he would have hamstrung any scales on which a District of Columbia local board might have tried to establish his deadweight tonnage.

Britt was built with an eye to his good nature, not to his desirability for the raid, the charge or the midnight gas alarm. His military future, according to the horoscope, was to be circumscribed by the limits of Chaumont, department of Haute Marne, France, where American General Headquarters was surrounding itself with a corps of expert statisticians, stenographers, office managers and other more or less humdrum craftsmen of the backstage of war. There was a possibility that he might reach a division headquarters, which is not exactly the front and still less exactly the rear.

But within the year, instead of dwindling to the proportions of a single minor luminary in the vast candlepower of an army's clerical energy, Britt had become a sort of unofficial judge advocate general to the American Expeditionary Forces, a court of arbitration before which it might come to pour out its woes, plead its aspirations, or lay down its money in defense of its own private interpretation of a moot clause in Hoyle.

Destiny knew her business when she set Britt down in the office of *The Stars and Stripes*, the weekly newspaper edited and published by and for the enlisted men of the A. E. F. Britt had once been a newspaperman in New Bedford, Massachusetts, but it was not as a newspaperman that he came to the army newspaper. For the army field clerk is, in the average soldier's estimation, an odd kind of hybrid, neither fish, flesh nor fowl, neither in the army nor out of it—actually he is very much in it. Britt came to the soldier's paper simply as a clerk, ready to perform any and all of the



George W. B. Britt, A. E. F., who is sort of an unofficial information bureau and big brother to the doughboy.

duties which that all-embracing professional designation implies. He pacified and entertained visitors, were they major-generals, privates or poets; he sorted mail; he filed orders; he brought his smile to bear in the cause of more perfect Franco-American liaison. And he answered letters.

First those letters came singly, then in twos and threes, then by dozens and by scores. The other morning they came seven hundred strong in a single mail.

Britt, in rather less than a year, has answered over a hundred thousand letters. The mere figure is in no way remarkable. Dozens of army departments have replied to many times that number in the same period. But everyone of Britt's letters is a personal response to some perplexed American soldier.

What do they want to know, these soldier clients of Britt's Soldier's Service Department? Everything. How can an American soldier of Italian birth get leave to visit his mother in Italy? Why isn't my wife receiving her allotment? As I haven't heard from home in five months, will you please try to find out if the baby came all right? To settle a bet, please state whether McKinley's assassin was hanged or electrocuted? Can you get me a copy of a book on bee culture? Please send our battery six baseballs and three pairs of boxing gloves. Can you find out for me where Lieutenant X of the — Infantry is buried? What are the expenses of a trip to Nice? Kindly match the enclosed tooth. Are men of the — Division entitled to wear the fourragere? What are the colors of the Mexican service stripe? How much did the Panama Canal cost? Can my C. O. take money out of my pay without holding a summary court-martial? Can I marry a French girl without giving up my American citizenship? What was Hans Wagner's batting average in 1909? What division suffered the heaviest casualties at Château-Thierry? In a game of poker, with the deuces wild, A is dealing—

But Britt's activities are not wholly confined to swivel-chair dictation. One morning in the heat of the July fighting a telephone call to *The Stars and Stripes* office announced that six Irish lads, American soldiers, lay dying of wounds in a Red Cross hospital near Paris. A priest could not be located—could *The Stars and Stripes* by any chance find a father who could come out and administer extreme unction? Britt laid hands on the only available means of motor transportation—a light truck, not inaptly—and within an hour had a priest speeding toward the hospital.

Immigration and the Doughboy's Job

By LUCIAN SWIFT KIRTLAND, LESLIE'S Staff Correspondent



Company kitchen of the army of occupation at Ehrenbreitstein. The army still abroad is marking time now, but every one of these men will be asking for his old job or a better one within a year, and he is already beginning to wonder what his chances are for getting it.



American soldiers of the army of occupation at Neuenahr, a typical forum of discussion. There are thousands of college graduates among the enlisted men and a forum brings out many a clever argument over reconstruction problems and suggestions for their solution.

ONE of the scribbled "reminders" in my note-book of a year ago (pages—in contrast with present reality—having somewhat the same antiquarian interest as Baedeker's comments on the glories of Rheims cathedral) is the record of a conversation with a man who had just returned from a trip to almost every corner of France. This was at the time when our troops were first beginning to come in noticeable numbers. His words were: "Half of France fears that the Americans won't go home after the war is over, and the other half fears that they will."

What he was getting at was the old difference between the man looking for a job and the man looking for labor.

Perhaps the most unwavering belief in the French peasant's mind is that no one would wish to live elsewhere if ever given a taste of abiding under the sky of France. The anxiety of our two million men to return to America when the job of firing the last shot was over must have struck the conservative peasant and the bourgeoisie with distinct surprise; something hardly credible, in fact even something a little discreditable.

Yes, everybody is going home, the combat troops, the workers of the S. O. S., the desk job men, the welshers—everybody. "It may be a rough place, old Arizona," said a doughboy to me, "but I need those Arizona sunsets in my system."

All the way from the army of occupation back to the embarkation area there is no discussion which need inspire fear for the job hunters nor hope for the employers in the labor markets of France. But there is considerable interest in wondering what jobs are waiting in the United States of America.

It's been the habit—sometimes even the hysteria—to attribute every virtue under the sun to our army forgetting completely that it still remains human. However, having been taught by observation that most troubles begin with poor "Staff" work, the individual doughboy has learned to appreciate expert common

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The Anglo-American "Steam Roller"

THEY are trying, these peace conferees, to make neighbors out of nations, and no man can tell how far they will succeed. America, under the guidance of statesmanship that is impelled to blaze new paths of experimental internationalism, is making herself the sponsor, the arbiter, between many conflicting national aims and intensely antagonistic factions. If this experiment in what President Wilson calls "comradship in freedom" fails then Uncle Sam will be the new Don Quixote: his popularity depends upon the success of the new world order.

The idea or ideal—this thing they call a League of Nations—seems to be distinctly an Anglo-American conception, not a device that appeals to all nations equally. Can it succeed? At present the best guarantee of its success is the good will that makes for compromise and agreement among the larger powers, the atmosphere of friendliness and concord in the Peace Conference, especially the Anglo-American concord, which has led to concessions on the part of Great Britain that were little anticipated a short time ago by Englishmen themselves.

Today no man can tell how far the new political reconstruction of the world may go. Will it be astonishingly complete? For instance, will President Wilson feel impelled to undertake the internationalization of the Panama Canal while Great Britain follows by internationalizing Gibraltar, Suez, the Dover Straits?

The apparent agreement in aim between the United States and Great Britain has brought into use the phrase "the Anglo-American steam roller," but this is far from meaning that American and British interests have been grouped for the sake of exclusive benefits of trade or world dominion; rather for the purpose of distributing as equitably as may be the benefits of a free world. It means that the American and British commissions—especially since Premier Clemenceau's endorsement of the League of Nations principle—are cooperating with a generous intention that may serve as an example to all eruptive nations and discordant elements in the world and induce them to come into the "neighborhood association."

Two fundamental principles in which this concord was shown early in the Peace Conference concerned the League of Nations and the principle of trusteeship for the German colonies. In the former the American delegation was backed from the start by the British Minister. In the latter the Americans were backed by the British Prime Minister and the British Minister of Foreign Affairs after persuasion, so that the Australians, who had come to be called the "naughty boys of the Peace Conference," lost their contention with regard to the territory they had taken. The backing given the American delegation in these particulars was such that observers began to say: "It's a two-man instead of a one-man conference: the President will win because Lloyd George is backing him hard," whereas, as a matter of fact, it is neither a one-man nor a two-man conference, but one that seeks a solution that will express the will of many peoples.

The world may one day be astonished at the extent to which the American and British Commissions are co-operating. It is shown not only in statements from high authority that Colonel House and Arthur Balfour, the British Foreign Minister, have come as a result of their many conversations to view the problem of settling the peace from an almost identical point of view, but also in significant minor ways. The strategy of diplomacy is playing a lesser part than was expected. For instance, there is a young man—he is less than half way through his thirties—an aide to Colonel House, who is charged with extraordinary responsibilities for his years. When the Americans are preparing for discussion of, say, the Benet, some phase of the League of Nations, submarine, blockade, German colonies, Jugo-Slavia or other small-nation problems, the suggestion may pass from him to the secretary of Lloyd George that it would be helpful if the British papers on the subject might be consulted. The request is granted, and a similar request on the part of the British Commission puts at its convenience similar facilities.

Since the armistice the League of Nations movement has acquired great strength in all belligerent countries, and those ministers who had not become aware of it before became so early in the days of the Peace Conference. Today they realize that under the old system the next great war would signify nothing less than the destruction of civilization; that the tremendous destructiveness of science applied to war makes the control of armaments by an international body imperative for the safety of humanity.

The prompt accord on the principles of a League of

It Is Making Neighbors Out of Nations

By M. K. WISEHART

LESLIE'S Staff Correspondent in Paris



M. K. WISEHART

LESLIE'S Staff Correspondent covering the Peace Conference

Nations is not the outcome of a mere desire to comply with the wishes of President Wilson or the belief that the American people want it. The strength of American resources has undoubtedly been an element of some importance, but particularly it is realized by the peoples and statesmen of Europe that the United States has no territorial ambitions to satisfy. The result is that the American delegation stands in relation to the Peace Conference somewhat as a disinterested arbitrator. It is recognition of this fact together with the effectiveness of President Wilson's policy in dealing with the enemy people throughout the war that makes the American President a figure of unique influence. At the same time the League of Nations is not to be known as the "Wilson plan"—nor will it be known as the "Smuts plan"—because there is such a unanimity of conviction concerning the principle that it is to be the plan of the Peace Conference itself. This conviction, more than the ability to negotiate or exchange diplomatic favors, accounts for the wholesome atmosphere surrounding a conference in which innumerable conflicting desires are represented.

The conflict of interests throughout the world is of such a nature that the delegates are moved by a desire to settle these problems at the earliest date possible. They are aware not only of a disturbing self-assertiveness on the part of the small nations but also of conditions in Entente countries as well. There is great restlessness in all these countries over the lack of comprehensive demobilization and employment plans to accomplish the impossible and instantly relieve the situation as to food scarcity, wages, the high cost of living. While England passes through a period of many strikes significance likewise attaches to the fact that in the Peace Conference city itself transportation was suddenly halted and that a strike rehearsal was successfully "carried out" on the Paris-Lyon railway when work stopped for one minute to demonstrate the power of the union organization.

Meanwhile, Italy regards herself as "the forgotten ally," and the territorialist section of the country agitates a demand for the annexation of territory that the Peace Conference considers to be that of Jugo-Slavia. Relations between Italy and Jugo-Slavia are so intense that Italy builds trenches beyond Fiume, while the Jugo-Slavs gather an army and enlist Austrian officers. There was a new awakening, too, with regard to the menace of conditions in Germany when the Spartacus group on the eve of the Constituent Assembly called to meet simultaneously an assembly of workmen and soldiers

for consideration of the question "why the Government betrayed the Revolution?" So at times the question has come up whether the Peace Conference might be diverted from the business of political reconstruction by the world's uncontrollable and destructive elements.

By an example of compromise and agreement the nations in conference have set a precedent for settling differences without passion, without rancor. There were striking examples of this intention in the invitation from the Peace Conference to all the Russian elements to meet at Prinkipos; in the warning given to the small nationality groups and factions everywhere that the Conference itself was a tribunal before which all claims would be heard without bias and that meanwhile violence would lead to prejudice against the case of the group resorting to it; again, in the temporary arrangement for the constructive exploitation of the Teschen coal fields over which Poland and Czecho-Slovakia were disputing and in the appointment of a commission to consider from an international point of view the world's labor problem.

However serious the small-nation problem may be in the Balkans and farther east, their representatives afford something of an interlude in Paris. The situation is epitomized by the frank and touching appeal of the Kurds, who are among the many small nationalities that want to link arms with Uncle Sam. The appeal, which, as it happened, was written in pencil, signed by the leader of the Kurds, Ahmed Ackmette, and posted in the press room of the American correspondents, reads as follows:

"The Kurds demand the right of self-determination. For 2,000 years they have suffered from the Armenians. They have been surrounded by Anatolians, Armenians, Russians and other barbarians far from the culture of Europe. They make an appeal to President Wilson for justice and liberty."

Kurds, Arabs, Lithuanians and Jugo-Slavs—to name but a few—all have their special appeal to the Peace Conference and to Uncle Sam in particular. They cannot be otherwise than gratified by the serious and courteous attention and even social advantages given them here in the city of the Peace Conference. Take the case of Prince Faizal, son of the Sherif of Arabia, who is forty-fourth in his line and ruler of 17,000,000 Arabs on a "basis of state and religion." His country consists of Arabia, Mesopotamia and Syria, with Mesopotamia and Syria claimed as protectorates by the French Government. The Prince asks for an autonomous confederacy and feels that if he can get President Wilson and the American people to back the Arabs then the Arabs will get their liberty. The Prince, who customarily wears a little beard and a long black coat with a little white collar that gives him the appearance of a missionary, came to Paris with turbans, English uniforms, high boots, negro slaves and the paraphernalia of a throne room. He found no lack of neighborly social attentions in Paris. In fact, he was given a grand soirée at the cost of something like 2,000 pounds at which the ballet of the opera appeared in costume. Subsequently the Prince found his social engagements so numerous that he was obliged to curtail them in order not to be distracted from his real business of insisting on the national aspirations of the Arabs.

One demand of the Lithuanians is that 60,000 Lithuanians in the American army should be turned over to their new nation with supplies and accoutrements to assist them in fighting off the Bolsheviks from Lithuanian territory. Needless to say the appeal is given a courteous hearing such as ought to encourage bonds of sympathy between America and Lithuania even though the appeal is one that cannot be granted. The most active representative of the Lithuanians is Frank Moscowski, secretary of the Lithuanian National Council. Formerly a Detroit lawyer, he wears a soft hat, a fur coat, and issues appeals in the style of the American political convention. For neighborliness between representatives of great and small nations there is no lack of opportunity in Paris. It has been said of the Secretary of the Lithuanian National Council that "when he is not having tea on the plaza of the Continental Hotel he is buttonholing a prominent diplomat on the Quai d'Orsay."

The departure of Rudolph Trotsch for America as High Commissioner for Jugo-Slavia affords an example of one small nation helping another. In view of the fact that Serbia was the only country that had recognized Jugo-Slavia up to that time Mr. Trotsch traveled on a Serbian passport. Formerly Mr. Trotsch was a successful tenor in the United States, where he went in the days when Jugo-Slavia was oppressed by Austria. During the war he worked for the American Government among the Jugo-Slavs; he was subsequently sent to Paris to plead the cause of Jugo-Slavia, and his work was effective.

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The "Ambitious" Algerians of the higher ranks. Many of the native troops from the African colonies, dependencies of Great Britain and France, rendered splendid service at the front while thousands of others were employed in necessary but non-combatant work in the interior of France.

Thoughts of A War Worker

By HELEN ST. JOHN

EDITOR'S NOTE—In *LESLIE'S* for March 15th, and previous issues, there appeared extracts from letters written from Paris by Miss Helen St. John, formerly secretary to the Managing Editor of *LESLIE'S* and for the past year and a half attached to the Paris Headquarters of The American Red Cross. Miss St. John is now in Rumania as treasurer of The Red Cross Commission.

APRIL 16, 1918.

THERE is one thing pleasant to which I look forward, and that is to see all you dear people well and happy upon my return. I shall in all probability stay over here until things are ended, but if that takes very long, I shall be able to get home on leave. I feel quite sure. I could not come home until things have quieted, for it would break my heart only to read about all that is going on. I want to be here, and if the only smoke I am able to smell is the smoke which hangs in the air after a raid, so be it. But perhaps my chance will come to do more than this in some other way. Who knows? Now I am fitting myself to do something else, and getting a little older and more experienced, in order to be able to do something if the chance should arrive. But anything that women can do is rather tame, especially in comparison with what the men are doing.

We expect a gas raid but I wonder if we will get one. The Huns have promised it to us, along with a lot of other things, and I must admit that gas doesn't appeal to my sense of what is right and proper.

Dr. B— of the Red Cross while at the front was in a dugout dressing the wounds of seven soldiers, who were in there with him. A shell burst on top of the dugout, driving in the roof of dirt, and one man was thrown against him so hard that it shot him out of the dugout and into a puddle of water above his waist, and the shell killed all seven of the soldiers.

The doctor found that he had a dead donkey, which had evidently been dead for several months, as company in the puddle, but he had to stay in with the poor, dead beast until things quieted down. Dr. B— has a good sense of humor, and now enjoys the experience at the front immensely—especially the flopping down in the mud each time a light was sent up by the Germans by night—for he is a big man and he says that he certainly made some flop.

Every day I hear new tales of the heroism of our men, and the bravery of them when wounded even to their death. I don't want to dwell on sad things, for perhaps I should not even write the horrors to you, or what is going on. Only for the fact that you get the papers, do I do this at all, because I do not want to worry you. Just think, however, that if I had stayed in New York, I ran just as much chance of being run over, or being killed in some such way.

I would like to do some good by dying and I don't think it would be possible to do any good by being hit by a bomb, except each death infuriates our men and the men of all the Allied nations, and makes them fight with renewed energy.

However, our good men out at the front helping the French and the British will be able to do a good deal, and I am hoping that they drive the Germans back. We

have been having some hot times here, on account of the Huns, and the military departments and the Government were all ready to leave Paris at three hours' notice, the Sunday after the big drive. However, here we all are! I am just wondering—I am not in the military end of the A. R. C., so I suppose I would not have the joy of seeing the fight here and would have to evacuate Paris along with the rest if anything should happen—but **THE LINES WILL NOT BREAK. THEY COULDN'T!** But I wonder what would happen if they did. Don't you all worry, for I am waiting with my eyes and mouth open for what is coming, and am both a good runner and thin, so I can hide easily. But, all joking aside, we will be taken care of, if it is possible, for the A. R. C. automobiles are all kept within a half-hour of Paris, to be ready in an emergency.

One of our men has just left the hospital, where he has been resting up after a hard time at Chalons. There the Germans burned the A. R. C. warehouse, a big loss. When the fire department started to work, the German air

machines came down to within 300 feet and turned loose machine-gun fire on them, forcing them to let the place burn. The women in the canteen were wonderful, they say, and stuck to the last. Now they are building a very safe *abri*, and will be able to go down into this when such raids are taking place. Four hundred bombs were dropped in four nights, some of them being torpedoes a meter long, and large in diameter. That's what they used, everyone believes, in the last raid on Paris, and believe me, they are powerful, to say the least.

APRIL 20, 1918.

Saturday night I went to Fredericks to dinner. It is the oldest place in Paris, I guess, and they serve duck; no other kind of meat or fowl, I believe. We were presented with a card saying that ours was the 40,000th duck served—or at least I think that was the number. The bill was enormous—82 francs without tips for two persons, and as six people waited upon us, you can imagine the many tips required. This was for soup, duck, potatoes, French fried, green peas and a preserved peach with nuts over it, coffee, and I believe the wine was extra. I had to crane my neck—a rude thing to do—but I love to know how these people charge; it is abominable!

The waiter cooks the duck, after it has been partially cooked in the kitchen, over an alcohol stove right on the table alongside of where the person ordering it is sitting. By the time that fellow got through cooking that bird, it was the richest thing I ever hope to eat. Even the salad had some part of the duck chopped up on it, and its legs (the duck's) were served as an extra dish after the main part of the bird had been eaten. The restaurant was a quaint little place opposite Notre Dame, and very small.

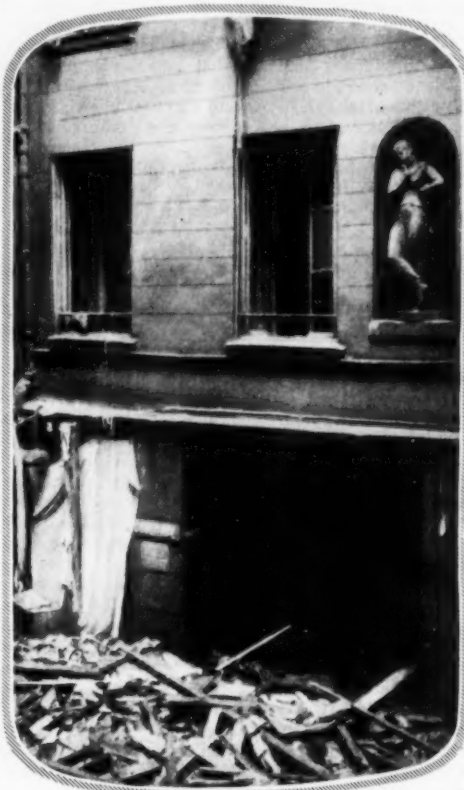
As one walks in, or I should say as soon as one's taxi stops, out rushes a white-haired person with hand extended, then at the door stands another white-haired person with hand extended, and so on until one reaches his or her table. So many pleasant smiles, but what such smiles hide!

We are still at the l'Intendance, but are going to move if we ever get up enough steam to find some place to go. We change our minds so often. At any rate, we have had the head of the bed turned away from the window, so if a bomb explodes near, and breaks the glass, we will not get it in our faces. Everything has been rather quiet for the past week because the weather has been bad, but they say that the gun worked last night. For my part, I slept soundly and did not come to life until a quarter of eight this morning. When anything lively does happen, I hope that they pick out a nice warm night, because the weather for the past week has been worse than the winter here. We have been sleeping with all the covers which we have had on us all winter, plus our coats.

MAY 13, 1918.

No air raids and no shells. Paris is getting peaceful again. Another drive seems to be expected, but one can't believe what one hears and that's a sad fact. Last night I had dinner with a French captain who speaks very poor English or I should say very little English for

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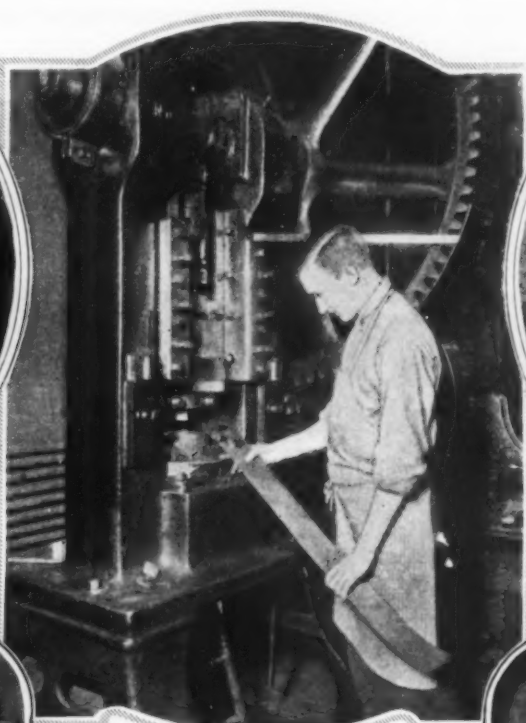
A spot in Paris where "Liz" did her dirty work.

Decorations for Our Gallant Soldiers

Making Distinguished Service Crosses and Medals at the United States Mint



Rolling the metal into the proper thickness.



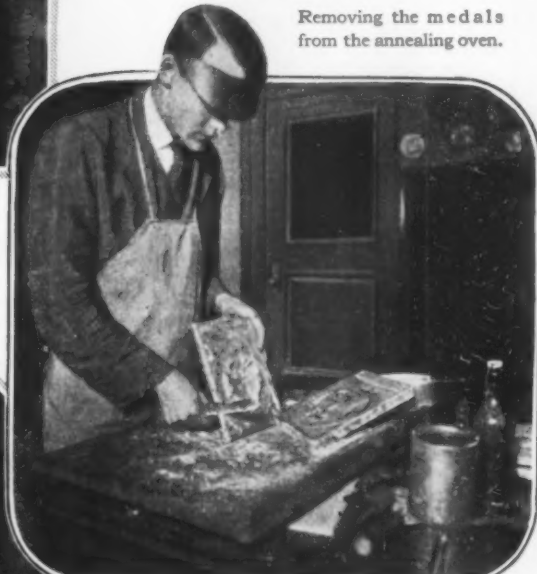
Stamping out the crosses from metal after the sheets come from the rolling machines.



Removing the medals from the annealing oven.



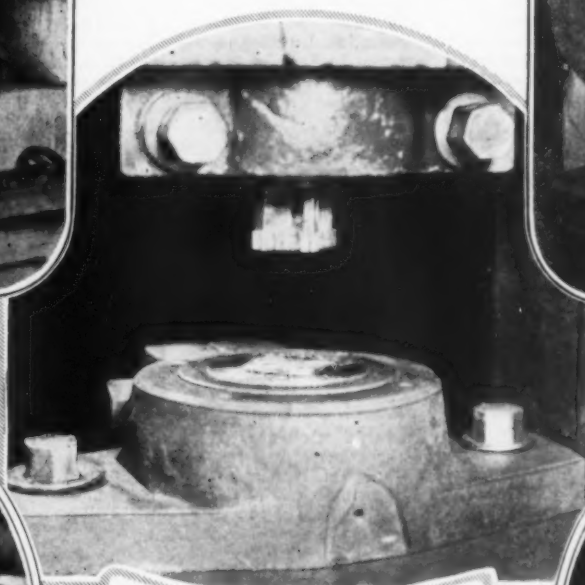
After being heated in the annealing oven medals are treated in acid to give color.



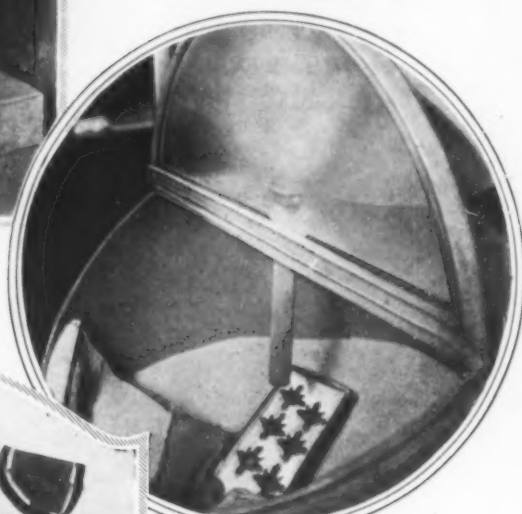
The obverse and reverse of the casts from which the medals are moulded.



This man saws away the rough edges of the crosses as they come from the stamping machine.



Stamping out the crosses.



The sand blasting machine which puts a polish on the crosses after they have been completed.



The evolution from flat metal to the finished product.

The Roll of Honor



Lieut. Frederick H. Morgan, Elgin, Ill., 357th Inf., instructor in musketry, was killed in action in France.



Corp. George T. Davies, Concordia, Kans., a member of the 137th Inf., was killed in action in Argonne Forest.



Sergt. Richard H. Stewart, of Brooklyn, N. Y., 308th Infantry, who was killed in action in France.



Capt. Bascom Lee Field, Greensboro, N. C., 105th Engineers, who was killed near Hargicourt, France.



Lieut. Donat G. O'Brien, Englewood, N. J., 312th Inf., who was killed in action near Thiaccourt, France.



Lieut. Walter E. Ettinger, Phoenixville, Pa., 111th Inf., died from wounds received in action at Fismette.



Ensign Edwin Smith Pou (Croix de Guerre), whose home was Smithfield, N. C., killed in airplane fall in France.



Sergt. Daniel B. Wright, Jr., Providence, R. I., killed in action in France. He was 25 years of age.



Corp. Robert E. Craidge, Bay City, Michigan, awarded the D. S. C., killed in action near Cierges.



Lieut. Joseph F. Maher, Chester, Pa., 95th Co., 6th Regt. U. S. Marine Corps, killed on the battlefield in France.



Sergt. Archie McKenzie, Fairfield Center, Maine, who was killed in action in France. He was 31 years old.



Sergt. William Lessel-yong, Co. A, of Marshfield, Wis., killed in action in France. He was 29 years old.



Sergt. Curtis E. Smith, whose home was in Rockwood, Tenn., was killed in action on the battlefield in France.



Sergt. George R. Hunsaker, Dawson Springs, Kentucky, who was killed in action on the battlefield in France.



George T. McFarling, of St. Flint, Mich., who was awarded a medal for heroism, was killed in action.



Lieut. Ralph Talbot, South Weymouth, Mass., killed when his airplane fell while on duty in France.



Lieut. Edward B. Hope, U. S. Marine Corps, Walterboro, S. C., awarded Croix de Guerre and the D. S. C.



Capt. D. Campbell, Mt. Hamilton, Cal., the first American trained "ace" who has downed many Hun planes.



John Alden Reed, New York, of the American Ambulance in France, who at the age of 17 won the Croix de Guerre.



Frank Lennert, Chicago, U. S. Marine Corps, who is credited with having captured ninety-three Germans.

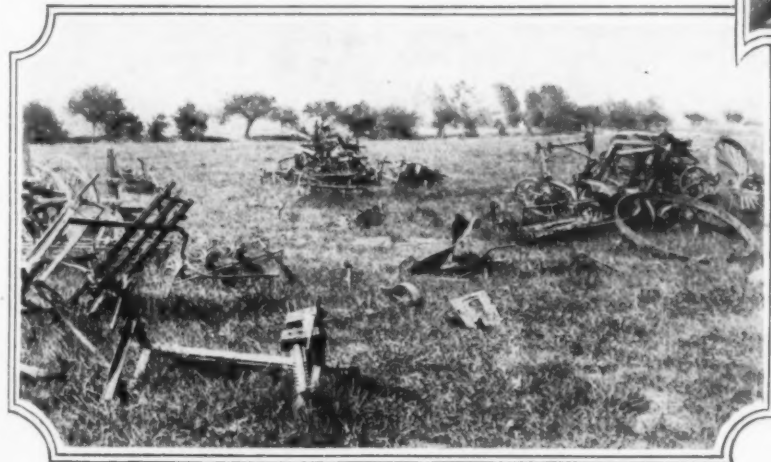
Lest We Forget

By CARL GREGG DONEY,
President Willamette University, Salem, Oregon

NOTE—Dr. Doney is a Methodist minister of note who served with the Y. M. C. A. on the west front.

IN THE reckoning with Germany, I hope the refugees will not be forgotten. I hope some statesman at the peace table will be able partly to put into words what those have suffered who did not die.

It was at Bourges where I first saw the refugees. As we were about to leave the town thirty freight cars crowded with refugees came into the station. They were people from the recently invaded districts going they knew not where. There were no young women or young men; there were a few dilapidated men, many middle-aged and old women, with hordes of babies and small children. They were literally piled into the cars, which had straw upon the floor, where they formed a squirming, wriggling mass. They were jumbled with boxes, bags, bedding, bundles and the straw. One thought of animals stricken and cowed. They gnawed at



The wanton and systematic destruction of agricultural machinery by the Huns left the small farmers and peasants of northern France destitute of means of tilling the land.

chunks of bread and sausage and drank from dirty bottles. They gazed out of the open doors with staring amazement, and made strange noises. My train soon moved; I had no opportunity to go to them to offer a bit of help and to tell them that someone cared, but a lad saw me in the American uniform. "Voilà l'Américain!" he cried and pointed. Instantly their faces lighted up and the masses thrust toward the doors, waving soiled hands and shouting, "Vive l'Américain! Vive la France! Bien! bien!" And I knew they had hope in America.

Two months later I was in Paris, a few days after the last Hun drive for the capital had begun. On one of the boulevards I again saw the flotsam and the jetsam of the German inundation. In carts, wagon and on foot, the refugees were



Sitting on her home. This was a better-class house in Amiens up to the time the Germans drove back the British.

passing. Into the crude vehicles they had crowded their cherished possessions—beds, bedding, clothing, farm utensils, the clock, a bird cage, the cradle, pictures, bags stuffed to the limit; what they could take, what they could save. The horse or the mule moved like an automaton, dead to the exhortation of the equally wearied driver. The patient animals allowed their heads to droop, their ears flapped inertly; and when a Big Bertha shell exploded not far away, they were no more excited than the stone monuments in the Luxembourg Gardens.

A wrinkled old woman lay upon a mattress which topped a loaded cart. A dog with an unwagging tail plodded along underneath; the wife pushed a baby buggy, in which squirmed a two-year-old child; three others held to ropes attached to the cart, the husband and father led the mule. For forty-eight hours they had been moving except for two brief pauses during the two nights. They did not know where they were going; they had wanted to reach Paris, and now that they had arrived, they were being sent on and on to the south.

This company was not alone; similar groups came and passed on silently, a ghastly, ghostly procession of creatures who were dead to their own despair. They did not stop, they did not look around; they came into sight like dumb spirits and left only the ineffaceable picture of an infinite tragedy.

With a quickened heart and will I went to the *Gare de l'Est* to help care for the refugees who came to Paris by train. My first service is an illustration of what war is doing with some of the trifles which were once big enough to separate folks. I carried the front end of a stretcher on which lay a Catholic Sister, infirm and tortured by fear. An American soldier carried the other end, and with us walked a woman physician and two Sisters who carried bags and bundles. The walk was long and my arms throbbed with pain, but it was the sweetest pain they ever experienced. Though she knew I was a Protestant, the sick woman. Continued on page 424

Fatherless Children of Stricken France

How Americans May Cement the Friendship of Two Great Republics



"Even peace can not bring back the dead soldier to his child," and Andre Tardieu of the French High Commission says there are 1,500,000 fatherless French children in dire need. This young man lived over the shop in the main square of St. Mihiel.



French children whose fathers have been killed living in a bomb proof in a village behind the lines. Through the Fatherless Children of France, an American society with headquarters in Paris and New York, thousands of these children are kept in the mothers' homes and brought up by their mothers.



French boys who are big enough to supplement through their work the \$36.00 which will keep a younger brother or sister for a year in comfort in its mother's home. Americans aiding French families this way also correspond with their small words.



"Your Nose Knows"

All smoking tobaccos use some flavoring. The Encyclopaedia Britannica says about the manufacture of smoking tobacco, "... on the Continent and in America certain 'sauces' are employed ... the use of the 'sauces' is to improve the flavour and burning qualities of the leaves." Tuxedo uses *chocolate*—the purest, most wholesome and delicious of all flavorings! Everybody likes chocolate—we all know that chocolate added to anything as a flavoring always makes that thing still more enjoyable.

That is why a dash of *chocolate*, added to the most carefully selected and properly aged burley tobacco, makes Tuxedo more enjoyable—"Your Nose Knows."



Try This Test: Rub a little Tuxedo briskly in the palm of your hand to bring out its full aroma. Then smell it deep—its delicious, *pure fragrance* will convince you. Try this test with any other tobacco and we will let Tuxedo stand or fall on your judgment—

"Your Nose Knows"

Tuxedo

The Perfect Tobacco for Pipe and Cigarette

Guaranteed by
The American Tobacco Co.
INCORPORATED

Foreign Commerce as a Career

By ROBERT G. SKERRETT

"QUIT it, my boy, quit it! We've got a job for you, and we'll pay you more than you're getting now. It's the dollar that counts, isn't it? Oh, don't worry, you'll catch on all right."

How many times have most of us heard something of this sort in the course of our experience? This specious appeal to the money sense, this throwing of dust in the eyes which should be looking farther into the future. It is just this sort of bait that wins the lad or the man away from one position to draw him into another, no matter whether it means starting all over again in an unfamiliar atmosphere. The mere prize of higher pay carries the day, and little if any heed is given to the value of knowledge gained peculiar to the last activity.

The Occupational Wanderer

Our whole industrial life is unfortunately marked by this haphazard drifting or shifting from one employment to another. There is too much faith on the part of the occupational wanderer in his capacity to "put it over" on his new employer—too firm a belief that a show of confidence and a parade of bluffing will suffice until he has learned the ropes. Unhappily, this fidgeting is by no means limited to the lower ranks of our business or productive armies. The commanding officers, all too frequently, are jumped into positions for which they have not specifically qualified, and the best they can do is to draw upon their inherent aptitude or depend upon subordinates to guide them for a while.

This hit-or-miss method has had its day. It did not invite disaster among ourselves because nearly everyone was following the same course; we were playing the game, so to speak, on even terms. Now, however, we are going to "sit in" with strangers; we are bent upon taking tricks while they hold the winning hands. Bluffing may do in poker, but it is knowledge of every card played that takes the stakes offered in the field of foreign trade. Success in the markets of the world is indispensable to our continued national well-being; the past four years of strife have made this a fact that can not be dodged.

We Must Keep Up the Pace

The war has awakened us as our normal life would probably not have done in the course of a generation. The amplified demands placed upon all of our departments of productiveness have stimulated an output far in excess of our accustomed domestic needs. We must live up to this pace if we are not to sacrifice our efforts and our capital; and to achieve this it is imperative that we get and hold commensurate recognition in far-flung commerce. And for this complex service we must have thousands and thousands of trained men where now we can boast of relatively little more than a handful.

Heretofore the youth of America have looked upon trade, using the term in its broadest sense, as nothing more dignified than a vocation. It was the one field that seemed to offer an opening to the fellow that was not fond of his books. Much has been said about "business instinct," and, lacking that, the commercial aspirant has counted upon association or practical experience, alone, to teach him all he should know. This is an error. Modern business is complex even when its interests are confined to a single bustling country, and far more complicated when it reaches out overseas and has to do with the needs, the desires and the practices of alien peoples. This will be evident if we consider just some of the manifold aspects of foreign commerce and realize that this diversified knowledge should be within the ken of the exporter.

His education should cover courses in foreign exchange and international bank-

ing; in tariff laws and regulations; in foreign correspondence; in social and political economy; in commercial and political history; in commercial geography; in racial characteristics and conditions; political science and psychology; ocean transportation and rates, together with allied documentary practices; insurance; packing, shipping, and marking in their relation to the requirements of individual nations; and last, but not least, advertising considered internationally. To this curriculum may be added some of the languages.

True, we have schools of commerce, but the experts are not united in their commendatory enthusiasm over the men turned out by them. To begin with, the instruction is all too often largely academic. The students are given a sort of preparatory initiation, and are left to acquire much essential knowledge by experience for which their employers have to pay, more or less dearly. A graduate of one of America's leading schools of commerce applied a while back for a position in the United States Bureau of Foreign and Domestic Commerce. The institution in question had specialized in foreign trade, and yet the young man did not know the difference between a bill of lading and a bill of exchange! Because of this dearth of trained men, some of our big banking houses, large manufacturing concerns, etc., have organized classes for their own benefit; but this means that the favored youth who gets a chance is not merely jumping into a job but he is virtually pledging himself to a lifework, as it should be.

The German System

Despite the present predicament of the Teutons, it is only a question of time before they "come back" and are in a position to make the most of their commercial machinery. For decades the Germans have looked upon foreign trade as a career, a profession, and have been trained accordingly. The man that rose to the position of a foreign-trade commissioner or expert manager among the Germans was the result of intensive education. Beginning in his very schooldays, he has been taught the elements or the essential factors of foreign trade; and from grade to grade he has gone on mastering successive intricacies of the subject. When reaching a certain stage in his educational journey he has been left to decide between two further courses: he could either devote his energies henceforth to the practical aspects of commerce or he could apply his mind to the theoretical, the scientific side of world trade. We, too, must accept the indubitable fact that there are essentially scientific departments in international commercial relations.

Whichever line of endeavor the German man of commerce elects for his career, he, nevertheless, has enough of both the theoretical and the practical phases of his calling at his command to make him a well-balanced, a formidable man of business. His rival may have a club and be able to wield it with vigor, though somewhat clumsily, but the Teuton's training has put in his hands a rapier and an ability to use it skillfully.

In building up foreign commerce, Germany's industries have relied upon two primary aids. Her trade schools teach her artisans how to apply science and skill in making an appealing product; while her commercial schools educate the merchant, the wholesaler, the world dealer, the great banker, the consular officer, etc., through whom these commodities are distributed in every corner of the globe. The young German makes his choice and sticks to it. He doesn't jump from job to job, but tries to make himself indispensable to his employer. A few marks more or less don't count with him—his aim is a career and the bigger rewards that go with it.



Copyright 1919, by The Goodyear Tire & Rubber Co.

Gaining 4,000 Miles by Caring for Tread Cuts

On a large car, the right-rear tire had only run 2,000 miles by May. Then a small tread cut was noticed. The owner had his chauffeur repair it. The tire is still in service after having already served for 8,000 miles. If the tread cut had been neglected, 4,000 miles would have been the utmost of mileage for the injured tire. Timely care meant a clear gain of 4,000 miles—more than enough for a run from Boston to San Francisco. Ask your Goodyear Service Station, or write to Akron, for Lesson 2 of the Goodyear Conservation Course—telling how to care for tread cuts.

NOT even the Goodyear All-Weather tread can absolutely protect tires from tread cuts and their costly consequences. The toughness of its deep diamond studs can do no more than diminish the number of cuts, and delay materially their effects. Scraps of metal and glass, switch-points in car tracks, and sharp chips of stone will cut the best of treads when squarely struck. If such cuts are not promptly and properly repaired, they enlarge rapidly, and deepen. Sand and moisture are forced in and tread separation soon begins. If the injury is still neglected, the moisture penetrates the body of the tire and after a few months, causes fabric rotting, ending in a blowout.

Inspect your tires regularly and frequently. As soon as a fresh tread cut is noticed have it repaired, or repair it yourself as directed in Lesson 2 of the Goodyear Conservation Course.

Make a can of Goodyear tire putty a part of your car's equipment.

With it you or your chauffeur can repair tread injuries quickly and at a cost of only a few cents.

Any Goodyear Service Station can supply it and many other Goodyear Tire Savers—inexpensive little things that save big tire bills.

The Goodyear Tire & Rubber Company
Akron, Ohio

GOODYEAR

AKRON

TIRE SAVERS



A small tread cut.
If neglected will
cause a blowout

Ask your Goodyear Service Station, or us, for
Lesson 2 of the Goodyear Tire Conservation Course
—dealing with the care of tread cuts.

Goodyear Tire Putty
and Cement with
which anyone can
repair tread cuts



Pictorial Digest of t

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The Allied fleets entering the Bosphorus following the armistice with Turkey. The British fleet under Admiral Calthorpe was followed by the French, Italian and Greek warships in that order. Two British and two French battleships anchored close to the Straits within view of the Sultan's Palace and Chamber of Deputies.



The man who tried to murder Clemenceau, whom the police say is known as "Milon" attacked the Premier just outside his residence for the Foreign Office to come.



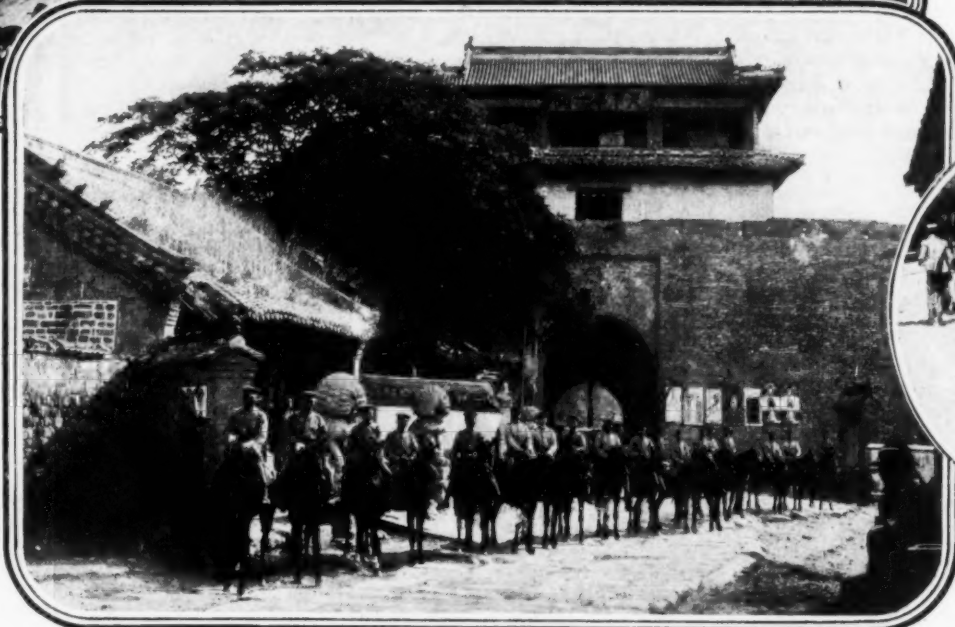
These are the famous German rubber trees by American troops from the headquarters at Arncliffe, between Pont a Mousson and Metz. The man left by his orderlies at the time he was found attacking Americans. The soldier seen here is a member of the 1st Division, the first troops to enter the town. The rims of both machines are made of wood. The front wheel has a double rim, and between the two wheels each wheel are fixed forty steel rings which are held together by rubber tires. The rear machine has tires of steel reinforcement. The Boche army is forced to use them.



Automobile of the chief of police burned by strikers in Buenos Aires during the recent riots when several people were killed.



Congestion at the Hoboken Ferry during the harbor strike in New York. Large consignments of freight accumulated on the piers, in railroad yards and at the ferries when the Marine Workers' Affiliation numbering about 16,000 men quit work recently. The subways and tubes were stormed by the thousands of commuters.



China has been forced to take a new interest in world politics since the European war broke out. Here is a squad of the cavalry—a part of her large modernized army.

of the World's News



ied to murder Clemenceau, Emile Cottin, a police say known in anarchist circles as the Preter just as he was leaving his Foreign Office to confer with Colonel House.



German rubberless bicycles. They were captured from the headquarters of General Von Adolph at Mous and Metz. They were among those at the time was forced to evacuate before the The soldiers here are members of the 88th Corps to enter the town on the heels of the Boche. The bicycles are made of wood. The forward bicycle between the two wooden bands which make up forty steel rings which serve for the pneumatic tires of light wood without the Boche army is forced to use this type of bicycle.

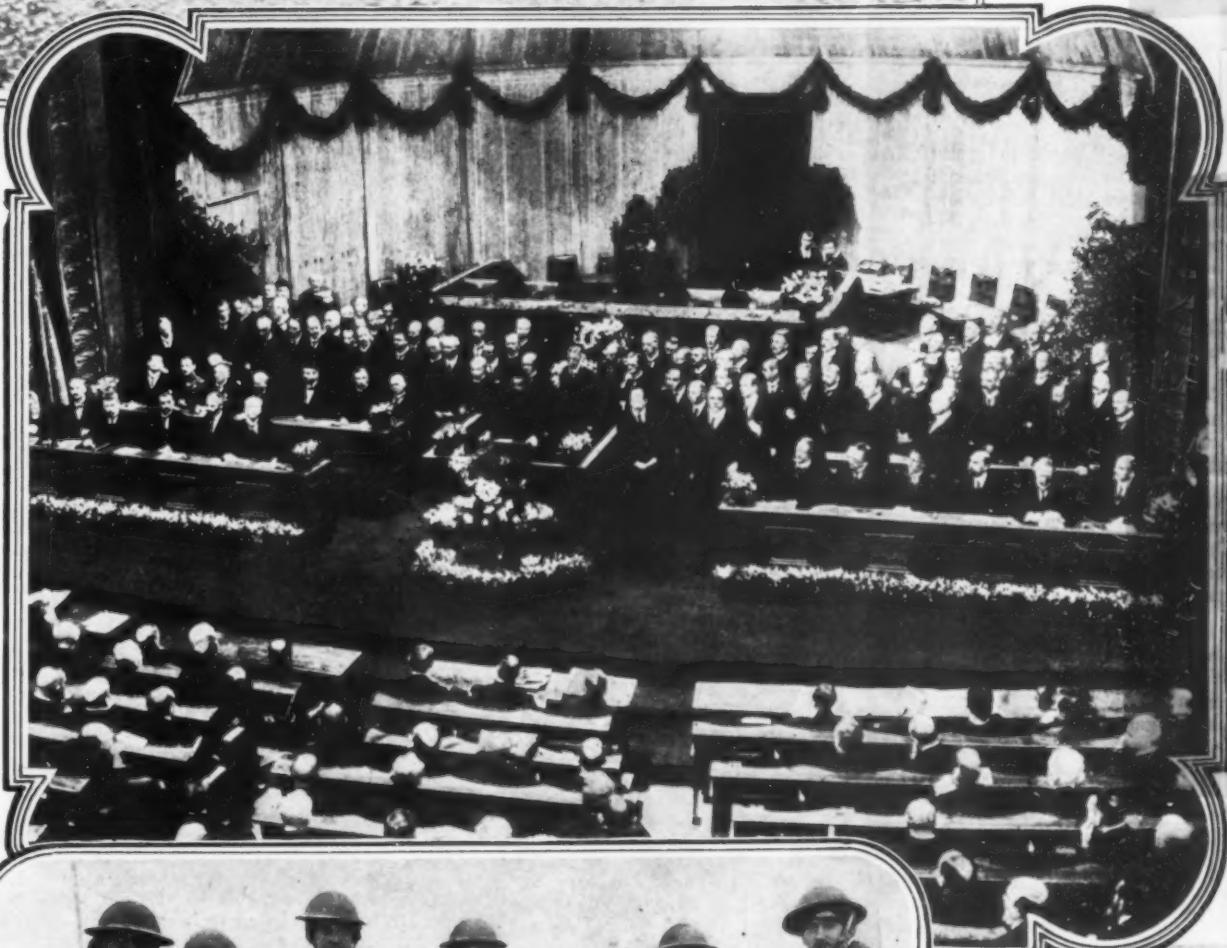


of police Buenos Aires. Judging by the helmets the German influence is still strong there.

The arrest of a striker in Buenos Aires. Judging by the helmets the German influence is still strong there.



Barricades across the street in Moscow during the Bolshevik revolution. Col. Raymond Robins, former head of the American Red Cross, testifying before the Congressional Committee said that the United States should let Russia alone but advised the sending of a Commission to Russia to get an actual picture of conditions.



Meeting of the members of the German Allied States in Berlin. F. Ebert, the new German President, making a speech at the opening session. On his left in the first row from right to left Schneidemann, Landsberg, Noske, Wissell Hirsch. On the right of the speakers' tribune the members of the Allied States. In the first row: Count Brockdorff-Rantzau.



With the U. S. Army fighting the Bolsheviks on the Archangel Front. Wounded Russians being transported from the front to ambulance cars.

One of the great Johns-Manville Asbestos Mines where fibre for Non-Burn Brake Lining is mined



So that you will know where good brake lining comes from

NATURE made good brake lining, millions of years ago, when she made Asbestos. But Asbestos varies in character even more than cotton, wool or linen.

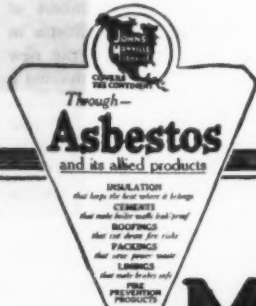
There is one kind of fibre best suited to braking service, but it must be sorted from run-of-mine material. And, to maintain a high standard of brake fibre selection, great fibre tonnage must be worked.

No stronger testimonial for any lining can be cited than the fact that Johns-Manville is Asbestos Headquarters in tonnage and quality of mine fibre.

Fifty years of Asbestos leadership is expressed in the quality of this lining—making its merit less a sales argument and more an obligation of Johns-Manville Asbestos in the motorist's service.

The rigid standard set up by us in its manufacture is reflected by its popularity on thousands of car and truck brakes and clutches.

H. W. JOHNS-MANVILLE CO.
New York City
10 Factories — Branches in 63 Large Cities



JOHNS-MANVILLE
Serves in Conservation

To the Trade

The Johns-Manville sales policy assures both Jobber and Dealer real trade protection. Ask for details.

Motor Department

Conducted by H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks, delivery wagons, motorcycles, motor boats, accessories or State laws, can obtain it by writing to the Motor Department, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City. We answer inquiries free of charge.



Loads are not always what they seem. Inasmuch as these barrels are empty, the load could be carried on pneumatic tires. Special bodies and clever loading methods often transform the truck which has been operating at a loss into a paying proposition.

THE TRIUMPH OF RUBBER

THE world conflict has been called a gasoline war. Gunpowder played its part in the front-line trenches and in the artillery; but it was gasoline which brought this to the field of action, which carried troops to man the guns, and which transported the food to maintain the entire army. In addition, gasoline patrolled our coasts, and reconnoitered from the air.

But in considering the debt that we owe to gasoline, let us not forget the part that rubber played in winning the war. Practically every gasoline vehicle, with the exception of the track-laying tractor, was shod with rubber. Even the airplanes owe their successful landings to the cushioning effect of rubber tires. Steel-shod wheels have proved inadequate to resist the wear produced by the high speeds at which the trucks, tractors and trailers travel, and in many instances loads as heavy as five tons have been carried on each rubber-covered wheel. The tire manufacturers have profited by the experience gained at the front almost as extensively as have the motor car designers. Pneumatic tires, accustomed to travel over smooth, hard-surfaced highways, have found themselves subjected to punishment far beyond that intended by their makers; hub-deep mud, shell holes, shell splinters, wreckage and debris, make poor road surfaces, but our American-made tires survived the ordeal.

No substitute for rubber for this purpose has been found, and probably never will be, at least in this generation. The pneumatic tire stands preeminent as the covering for all passenger cars and for truck wheels of certain capacities and used for certain purposes. Tires are better today than ever before, and even though materials and workmanship have doubled in cost, the average serviceable life and reliability have increased twofold. No longer do we hear of a premature blow-out during the first two thousand miles; no more are reputable makes of cars shod with tires of inferior kinds and inadequate capacities; the driver of today can rest assured that the original tires with which his car was equipped, together with the spare for emergency purposes, will last him from five to ten thousand miles, and frequently more, under average service conditions.

But, if pneumatic tires are better today than ever before, they nevertheless are still the least fool-proof portion of the motor car's equipment. Whatever tire faults are to be found can generally be blamed on the driver, himself, who fails to use caution on the ordinary bad spots

of the road, who neglects to repair the cuts and bruises as soon as they make their appearance, and who overlooks the warning of the manufacturers to keep the tires pumped to the proper pressure to prevent the flattening and undue bending of the side walls. Improper use of the brakes produces a harmful effect also, while the results obtained from the harsh clutch are not to be overlooked.

The owner of the truck equipped with solid tires may, in a measure, feel a greater sense of freedom from tire responsibility, but he, too, is to blame if he does not receive a normal service from high-grade truck tires. To be sure, air pressure has nothing to do with the solid tire, but loads and roads play an important part. It is the tires which are most seriously affected by overloading, and the deterioration of rubber increases rapidly as loads above the rated capacity of the tire and truck are added. To be sure, the truck should be equipped with tires of ample size, but, on the other hand, the engine, frame and running gear sufficient to carry 100 per cent. overload for a short time may be so abused as to be subject to such running conditions during the greater part of the working day. This imposes severe overload on the tires, and as these are hardly to be expected to give as long service as the truck itself, the cost of operation is increased out of all proportion to the additional load carried.

The tire question is no longer a "problem." Education on the part of the owner has done much to overcome this difficulty, but the manufacturers themselves must be given the credit for continuous research and experiments in the effort to produce better combinations of chemicals, better manufacturing methods, and better designs, which have given us the tires on which the war was won, and on which a large percentage of our business and commercial transportation of today is conducted.

The Motor Department of LESLIE'S WEEKLY has investigated the tire situation thoroughly, and will be glad to advise, free of charge, with any car or truck owner who feels that his tire equipment is not correct. Any car or truck owner taking advantage of this offer should be sure to specify the make and model of his car, and the kind and size of tire with which it is equipped, together with the average mileage which he receives. Personal replies will be made by mail, and the writer's name will not be published, nor used otherwise.

Continued on page 418



Stearns



Notable Achievement

Reflected in New Series Stearns

IN 1911 it was Stearns' privilege to introduce America's first Knight-motored car to the motoring public. Each year witnessed a wider acknowledgment of the remarkable performance and high quality of this car.

Then war came. It made insistent demands upon every line of endeavor. Motor car makers quickly turned to war production.

Because of the high ideals which surrounded every designing and manufacturing operation, the Stearns organization was chosen for the production of Rolls-Royce aviation motors in America.

This notable commission has been completed. It has been a signal achievement and has resulted in high compliments to Stearns efficiency.

The return to peace finds this organization fitted for greater accomplishments. The original Stearns excellence, coupled with this significant experience, has wrought a motor car masterpiece in the new series Stearns-Knight cars.

In the quality of design, performance, workmanship and material, the Stearns-Knight stands unparalleled in American motor car practice. In inherent value it is comparable only with the finest cars of foreign manufacture.

Power and Stearns are synonymous. In flexibility and smoothness, the new series Stearns offers motordom the ultimate in dependability.

So in every particular—in the silence of the car, in the unusual harmony of design and finish, in performance, Stearns brings the motor car quality that is sought for everywhere.

Stearns-Knight is distinctly America's motor car.

THE F. B. STEARNS COMPANY, Cleveland, Ohio



Write for illustrated brochure detailing particulars of Stearns-Knight ideals as exemplified in the new series—a booklet of particular interest to those interested in post-war motor car building.

Raynster

Reg. U. S. Pat. Off.

RAYNSTER means protection. The best protection from storm, rain and cold that a weatherproof coat can give. Sound protection in buying because the Raynster Label assures you of known, dependable value.

Raynsters include a complete line of weatherproof clothing—heavy, rubber-surfaced coats for outdoor workers, smart woolen and worsted coats for town, business and dress wear, featherweight silks, slickers, slip-ons, raincoats of all kinds.

Ask for your Raynster in any good clothing store. Look for the Raynster Label in the collar. A Style Book will be mailed free if you will write for it.

United States Rubber Company
Clothing Division
New York and Boston



Look for this Label in your Raynster

Motor Department

Continued from page 416

Questions of General Interest

Weight of De Palma's Car

J. I. P.: "Please give me the weight of the car which Ralph De Palma drove at Daytona Beach, Florida, when he broke the world's record."

This car weighed complete 3,400 pounds. It is said that an airplane body of about the same size will weigh 3,000 pounds.

Difficulties of High Speed

N. S. L.: "I was much interested in the photograph of De Palma's car which shows him traveling about 140 miles per hour. What are the practical limits to speeds now that the Liberty motor furnishes power ample for almost any purpose?"

It is difficult to state what difficulties cannot eventually be overcome. At present, the mud-pan and the entire body of the car have a tendency to plane, or lift from the ground at high speed. Wheels and tires would need to be redesigned, for the higher rotative speeds would tend to throw them off through the action of centrifugal force. It is said that even the best tires available will hardly withstand a ten-mile race at such terrific speeds.

Heavy Trucks in England

T. D. E.: "I understand that the heavy truck, as we know it, is but little used in England. What are the normal capacities over there?"

The heaviest trucks, with few exceptions, in England are of three tons capacity. We must remember that this is the English long ton of 2,240 pounds, however.

Motor Vehicles in the Army

P. T. D.: "Please answer the following questions: 1. What was the approximate total number of motor-driven vehicles in all of the Allied armies? 2. What is the number of touring cars used in official capacity in the United States Army?"

1. Some 400,000 motor-driven vehicles were used in the Allied army during the war.
2. 38,400 passenger cars were bought by the Government for war purposes.

Flying Accidents

W. B. S.: "Have you any data giving the approximate 'flying life' of the average aviator?"

It is stated that the average aviator in our army flies for 200,000 miles before meeting death. In other words, there is only one death through accident for every 200,000 miles of flying.

Our Army Trucks

S. K. A.: "Can you give me the approximate proportion of trucks of various capacities as used in our army?"

I understand that three-ton trucks and over comprise 40 per cent. of our equipment, one and one-half ton trucks, 30 per cent., and less than one and one-half ton, 30 per cent.

Insurance Suggestions

THE influenza epidemic has occasioned a far greater aggregate loss to the insurance companies of the United States than would have resulted from their insuring the lives of all the American soldiers who died in the war. The total loss from this source to the level-premium companies has been not less than \$40,000,000. But the well-established old-line organizations with their ample reserves have stood the test without a shock. Their business is based on sound scientific principles and is admirably fitted to pass safely through just such a severe emergency. The assessment organizations have rocked in the gale, and the largest of them all, the Modern Woodmen of America, with a membership of over 1,000,000, has seemed perilously near to going on the rocks.

So critical, indeed, is the situation that a special session of the American Woodmen's head camp has been called to arrange for meeting the abnormal increase of about 300 per cent. monthly in death claims, due to ravages of influenza and pneumonia. During the past four months the order has run \$4,280,000 behind its income from assessments. Most of the fraternal organizations have been levying special assessments for payment of influenza death claims, and it seems probable that the Modern Woodmen will need to replenish its treasury by increasing assessments 50 per cent.

Judging from other instances, such a raise will arouse strenuous opposition in the ranks and may cause a large defection of members. It is only another example

showing that trying to conduct an insurance organization on too cheap a basis is as futile as a big steamer's attempt to navigate a brook.

P. OMAHA, NEBR.: Material increases in assessments added to the stability of the Royal Arcanum, but a good old-line company will afford you insurance protection about as cheaply and the policy will be safer.

T. BATAVIA, N. Y.: The Postal Life Insurance Company is under strict State supervision, is well established and prospering. Doing business by mail, it saves the expense of maintaining agencies and this is reflected in lower premium rates.

S. AUGUSTA, GA.: The "Two Hartfords" issue policies of every kind except life, and they are perfectly reliable. These two companies are the Hartford Fire Insurance Company and the Hartford Indemnity Insurance Company. For terms write to either of them at Hartford, Conn.

S. BORDENTOWN, N. J.: Don't be misled by the talk of the other company's agent. He is anxious to secure a commission. The Prudential is one of the best equipped and most dependable insurance organizations in America and you can not obtain a sounder and safer policy than it will sell you.

H. WOONSOCKET, S. DAK.: While the International Life Insurance Company of St. Louis is progressing and seemingly safe, it is far from being in the class of the Mutual of New York, the Northwestern of Milwaukee or the Equitable Life Assurance Society of New York, which are among the strongest companies in the country.

W. BUFFALO, N. Y.: All the leading insurance companies, including the New York Life, have had to pay heavy tolls in death claims due to the influenza epidemic. But you need not worry about your policy in the New York Life. The increased demands on it made not a dent in its resources. The company's latest annual report makes a splendid showing of growth in business and financial strength. I am glad that you took my advice, "just before the war," and avoided the assessment organizations.

HERMIT.

A Business View of the War

NO writer has so well analyzed the great war from a business standpoint as Mr. Clarence W. Barron, the able and brilliant publisher of the *Wall Street Journal* and the *Boston News Bureau*. His first book in this field of observation, "Audacious War," was received with widest approval, and it has lately been supplemented by "War Finance," an equally remarkable and illuminating work. In this volume Mr. Barron deals with the financial phases of the war and of the reconstruction period, authoritatively and in readable style. His conclusions are

based on first-hand investigation during a recent trip to Europe, and as he is the keenest of observers and has a complete grasp of business and finance, he has produced a most valuable survey of the situation. Among the subjects he discusses are: International Exchange, The Dangers of Peace, The Weapons of Germany and Cost and Indemnifications. The book commends itself primarily to captains of commerce, industry and finance, but it will interest every intelligent reader. Boston, Houghton Mifflin Co. Price, \$1.50 net.



25000 miles - without repair - in spite of dripping brine

"We have used two Atterburys over two years, covering about 25,000 miles with each, with no repairs or replacements except to grind in the valves."

—Statement from a well-known ice cream manufacturer. (Name on request)

Probably no other business is quite so hard on a motor truck as the ice cream business. The constantly dripping brine finds its way to every unprotected part, and quickly rusts it out.

But so completely are all working parts protected in an Atterbury that it is practically immune to corrosion. It is this same conscientious forethought in every

detail of Atterbury construction that insures owners against trouble, no matter how unusual or hard the usage it receives.

Before you buy your next motor truck get the best engineer you know to investigate the Atterbury for you. Write today for the name of the nearest Atterbury dealer.



ATTERBURY MOTOR CAR COMPANY, BUFFALO, N. Y.

ATTERBURY

MOTOR TRUCKS OF MAXIMUM SERVICE



The Great American Syrup for Cooking, Candy Making, Preserving and all Table Uses

There is not a good cook anywhere but will welcome additions to her store of recipes for Karo—the pure syrup from corn—the great standby of the American household for cooking, preserving, candy making, spreads and all syrup uses.

Karo in the Blue Can for cooking and for spreads, Karo (Crystal White) in the Red Can for preserving and cooking, Karo Maple Flavor in the Green Can for folks who like the old-fashioned maple taste with plenty of substance to the syrup.

Here are four recipes that you will want to use; dozens more in our new Cook Book.

Corn Gems

1 pint corn meal, 1½ cups flour, ½ cup Argo Cornstarch, 2 teaspoons baking powder, 1 teaspoon soda, 1 teaspoon salt, 1 pint buttermilk, 1½ tablespoons Karo, 2 eggs, 2 tablespoons of Mazola. Sift the dry ingredients together. Add the Karo and beaten egg to the buttermilk and mix quickly with the dry ingredients. Cut in the Mazola last.

Waffles

¾ cup flour, ¼ cup Argo Cornstarch, 1 tablespoonful Mazola, 1 teaspoonful baking powder, ½ teaspoonful salt, 1 tablespoonful Karo, 2 eggs separated, whites beaten stiff, ½ cup milk. Sift flour, Argo Cornstarch, baking powder and salt in a bowl, add Mazola, Karo, yolks of eggs and milk, mix till smooth, then add the whites beaten stiff, mix lightly together. Bake on a hot waffle iron, greased with Mazola, 3 minutes on each side, till nice and brown. Serve at once with Karo or Karo Maple Flavor.

Divinity

½ cup Karo, 2 cups sugar, ½ cup hot water, 2 eggs (whites only), 2 ounces chopped nuts, 3 ounces chopped raisins, 1 teaspoon vanilla. Boil sugar, Karo and water together till it forms a hard mass in cold water. Beat whites of eggs very stiff, and beat in the nuts and raisins. Pour on the hot syrup, beating all the time. When mixture will stand alone, drop from teaspoon onto buttered plates.

Baked Sweet Potatoes

Parboil the potatoes, peel and cut in half lengthwise. Put in baking dish and cover generously with Mazola. Pour over all one good half cup Karo (Crystal White) and sprinkle thickly with brown sugar. Bake every little while and bake to a nice brown.

Don't forget to ask your grocer for the New Corn Products Cook Book—or write us direct. It is free on request.

CORN PRODUCTS REFINING CO.
Dept. H P. O. Box 161 New York City

The Melting-Pot

A woman who died at Inwood, Ohio, left her entire estate of \$10,000 in trust for the benefit of four pet dogs.

Machinery made in Japan and duplicating products of American plants is being offered for sale in this country.

The New York Federal Reserve Bank, a Government institution, last year earned 100 per cent. Nobody called this "profiteering."

During January, eleven archbishops of the Russian Orthodox Church, including the metropolitan of Kiev, were shot by the Reds.

The New York State Association of Builders lately refused resolutions opposing the bill in Congress to prohibit immigration for a stated period.

At the marriage of a returned American soldier in New York recently, comrades wounded in France formed with their crutches an arch for the bride and bridegroom to pass under.

The dock workers at several British ports lately refused to load whiskey into outgoing vessels because of the poor and reduced quantities of the liquor at the disposal of the British public.

Cardinal Gibbons says: "We have 20,000 Catholic clergymen in the United States who every day offer the sacrifice of the Mass. How can they perform this duty if they can not obtain wine?"

William K. Vanderbilt has given \$10,000 and Col. Charles A. Sabin \$5,000 to start a fund of \$250,000 to enable Capt. Bob. Bartlett, head of the Roosevelt Aerial Expedition, to fly to the North Pole.

Mrs. Irene Cockfair of Bloomfield, N. J., who recently celebrated the hundredth anniversary of her birth, attributes her long life to regular exercise, plenty of sleep and a clear conscience.

When President Wilson rose to address the guests at his recent dinner to members of Congress he accidentally pulled from his pocket a bit of red cloth. He explained that it was his "conjure bag," used for the rheumatism and other purposes.

At the trial of members of a shoe manufacturing firm in New York for alleged conspiracy to defraud the Government, a former government inspector of shoes testified that he was discharged because he refused to pass shoes he considered defective.

British labor leaders have been trying to repress the demand for State ownership of industries by showing that under State ownership a strike of the workers would mean revolt and revolution which the Government would be justified in suppressing.

A correspondent of the Berlin Lokal-Anzeiger, who traveled over the ground held by the American Army of Occupation, says: "Wherever I went, I found the American soldiers an orderly and well-behaving lot, and if they declare they have no hatred toward the German people, they certainly live up to it."

During the Spanish War, twenty years ago, a lieutenant in the American Army shot a disabled mule in Porto Rico so as not to hold up the marching column. The value of the mule was deducted from his pay by the Government. He made a claim for repayment and it has been hanging fire ever since. Red tape!

President Barr of the National Founders' Association says: "Secretary of Labor Wilson announces 'considerable hysteria in the country over reconstruction.' He points out the large number of men out of employment, and urges constructive legislation. The Secretary fails to point out that this hysteria is not among employers or business men but among union leaders who are demanding that wartime wages be maintained in the face of impossible conditions."

Let the people think!

Special Opportunities

AGENTS WANTED

I want 100 men and women to act as my agents and take orders for Comer raincoats, raincap and waterproof aprons. I paid Eli Bridger \$88.95 for orders taken during his spare time in one week. Cooper made \$314 last month. Wonderful values. A dandy coat for \$4.98. Four average orders a day gives you \$2500 a year profit. No delivering or collecting. I'll give you a sample coat and complete outfit for getting orders. Hurry. Write for my liberal offer. Comer Mfg. Co., Dept. D-23, Dayton, Ohio.

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Thoughts of a War Worker

Continued from page 408

his grammar is perfect in what he does say. I speak a very, very little French, due to the fact that I don't have time to study, and what little I did speak he didn't understand, so there we were. And then his hearing might have been slightly affected, for he has been out at the front for the last six months, most of the time, and the noise there had probably made his hearing a little weak. My voice has never been any too strong, but when I speak French in a crowded dining-room far be it from me to say it so the whole dining-room will hear. It's asking too much. I had a very interesting time and he gave me several little things which he brought back with him and happened to have in his pocket—two or three pieces of shells, some pieces of shrapnel and a violet which he had picked under a dead Frenchman, killed by the explosion of a shell.

I almost didn't finish this letter, for I was interrupted and shoved it into my pocket, and the exertion of salvaging it now was terrible. Strange what a collection one gets here. The reason I don't like to fish around to try to find anything in my pockets is because I have both of them so full of junk that it is a physical impossibility to put my hand on anything for which I happen to be searching. My handkerchief and my powder puff, several letters which I have received and several which I have written, my money both in change and in bills, a German button and a German shell, several pieces of shrapnel and a couple of little pieces of a shell, with jagged edges, many stamps of different worth, a hunk of chocolate and goodness knows what, are floating about in all sorts of confusion. Talk about the small boy, he would have to go some to beat me at the game! Now that I am wearing my cape instead of my coat, I am spared carrying around all the stuff which I collected in its four pockets, but I sure do miss the thing.

Immigration and the Doughboy's Job

Continued from page 406

sense and scientific preparation. He is talking today about politics in a way that should throw a scare into all "flapdoodle" politicians.

When the cable reached here from Washington that Congress is contemplating the total exclusion of immigration for four years, the question was debated with seriousness and insight. The substance of the talk was that the doughboy is asking for far-sighted legislation which will insure sound and general prosperity—rather than that he will be offered any alluring form while the actual substance is withheld.

What he desires is a sound handling of the labor market situation, and not a pat on the back or a rush to some extreme which will have as its only merit that it is an advertising political bulletin. When I learned that Frederick Howe, Commissioner of Immigration for the Port of New York, was in Europe, I felt that he would have something to say worth listening to on the vital question of immigration and the labor market. I found him at the offices of the American Peace Delegation. He took me to a corner of the library and sat down for a discussion of the mooted points.

"The bill," he said, "is intended to protect our returning soldiers from a labor market flooded by Central and Southern Europe immigration during the trying industrial and social period which will exist before we get back to anything like normal conditions. I agree emphatically that the returning soldiers must receive all needed protection. They must have the

Continued on page 422



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Whenever you see any labor-saving device that is equipped with a Robbins & Myers Motor, you can make up your mind, then and there, that it is good all through, and that its owner is an enthusiastic owner.

Whatever it is—vacuum cleaner or washing machine for the home; adding or addressing machine for the office; food chopper or coffee grinder for the store; or an electrically-driven tool for heavy work—be assured that the operating quality matches the workmanship if the motor is a Robbins & Myers.

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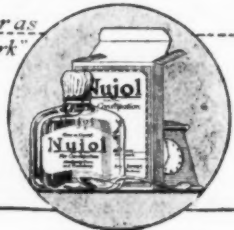
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Feet of Danger", constipation and
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Immigration and the Doughboy's Job

Continued from page 421

best jobs. There must be no heavy immigration to swamp the labor market.

But this bill assumes that there will be a heavy immigration. As a matter of fact there cannot be any heavy immigration for a year or more at least. In the first place shipping is mortgaged to send the troops home, and in the second place, shipping capacity in itself has been greatly reduced by the war's losses. This means the world's shipping. For the individual nations, Italian shipping has suffered disastrously in particular, the reduction reaching 65 per cent., and the bulk of our immigration in the past has come from Italy. It will be, also, a year or more before the embargoes are removed in the European countries against emigration, that is, before there will be sufficiently lenient passport regulations allowed. It can be said safely that there is no imminent danger of our labor market being flooded.

Any passenger tonnage that will be available and used for immigration going west will be more than compensated for by the passenger tonnage from the United States to Europe. We have several million aliens who wish to go to Poland, Russia, Italy, and probably to Austria and Hungary. Curiosity will take them, and also the desire to inquire into the loss of relatives and friends, the desire to make investments, and so forth.

"Colossal savings now stand to the credit of foreigners in the United States. The owners of these savings accounts now believe that land will be cheap in Europe for many reasons, one of the chief reasons being that the great estates are breaking up and will be broken up. While they realize what the burden of taxation will be in Europe, still they think this will be offset by the cheapness of the land, and by owning land they feel that they can raise their social status.

"It should be remembered as the great axiom that it is cheap land which determines immigration. This always has been true through the world's history. Where land is cheap, there the immigrants go. Land will be cheap in Bohemia, the Balkans, Poland and Russia.

"Thus, for all of these reasons, there is no urgent, immediate cause for becoming concerned, although the United States should undeniably be in a position to protect the returning soldiers and to insure that the labor market must not be swamped, and that the present standard of living must not be undermined.

"What should be done? If legislation seems necessary, we might adopt some process of control similar to the methods found to be so serviceable during the war regarding food and other commodities. That is, control immigration rather than prohibit it. By establishing a qualified commission, within already existing laws, such a commission could decide whether immigration should be temporarily suspended for the purpose of protecting the labor market, or it could determine what kind of immigration to admit, as needed. Such control, for instance, might admit women if the demand for women's services justifies it, and otherwise might control the flow of immigration to meet the needs and conditions of the country.

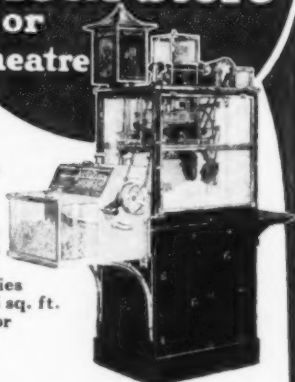
"Such a commission might have other powers. It might distribute immigrants where most needed, direct them to agricultural regions, urge them to get out of cities and onto the land, and to keep away from congested areas where they most imperil wage conditions.

"The methods employed in Argentina, and to a measure in Canada as well, are based on this principle of control by a commission and have proved to be successful. Such a commission would cooperate with the Railroad Commission and with the employment agencies of the Government.

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Amend or Not to Amend.

By CHARLTON BATES STRAYER

THE debatable question is not whether or not there shall be a League of Nations, but what shall be its construction or constitution. America and the Allies are agreed there should be a covenant among the nations that shall seek to minimize the peril of future wars. The debatable question as to what sort of league this shall be should not be permitted to degenerate into a purely partisan struggle. The principal opposition to the first draft of the League's constitution has come from Republican Senators, but the strongest single advocate of the League, outside of Mr. Wilson, is his predecessor in the White House—Mr. Taft—while there has been no opponent to the plan more bitter than Mr. Reed, Democratic Senator from Missouri. The net result of the debate in the Senate and the press concerns the extent to which amendments should be made to the first draft. President Wilson, recalling doubtless the difficulty in getting the first draft through, has expressed himself as opposed to opening the document to amendment, yet at the White House dinner conference the President acknowledged that one of the articles needed to be put in plainer language. From the standpoint of simplicity and clarity of expression, many friends of the League of Nations plan feel that the constitution as a whole is open to revision. The Senate debate revealed a very strong demand for amendments which shall place certain questions beyond all dispute. Most important is the demand that the Monroe Doctrine shall be safeguarded beyond all doubt, and that nothing in the constitution shall conflict with a nation's right to control such domestic questions as immigration. Ex-President Taft, in his masterly analysis of the proposed constitution, found in it no violation of the Monroe Doctrine, but declared he would favor the recognition of the Doctrine by specific words in the constitution.

The Senate's Round Robin

The Senate round robin, signed by four more Senators than would be necessary to defeat treaty ratification, declaring their opposition to the constitution as it now stands, was looked upon at first as a direct blow to the President. The practical result may be to strengthen his hands immeasurably when he returns to Paris. David Lawrence, special correspondent of the New York Evening Post, and a recognized interpreter of President Wilson and his policies, says that if the President had only been "more frank in his speeches during his brief visit to America, he would have revealed that many of the points made by the American Senators had actually been proposed by the American delegation but were rejected. Mr. Wilson is now in a position to argue that these points must be restored." As one who has supported President Wilson in his work for a League of Nations, I agree with Mr. Lawrence that it is a matter of regret that Mr. Wilson did not take Congress into his confidence. How easy it would have been, for example, at the White House dinner for the President to tell his guests that he stood for certain American principles at the conference, but was forced to compromise. He might then have secured the enthusiastic support that now comes to him indirectly by way of opposition. Senator Knox demanded that the League should include the Central Powers, the very position, as Mr. Lawrence points out, that the President took in his famous Manchester speech. In the conference the American delegates were not able to overcome French opposition on this point. Senator Borah suggested required arbitration of justiciable disputes, Senator Knox compulsory arbitration, and a great chorus of voices specific recognition of the Monroe Doctrine. President Wilson and the American dele-

gation stood for all these, but had to compromise because of the opposition of the other delegations. Out of all the heat of the debate the conclusion is reached that President Wilson may, on his return to Paris, revive his earlier contentions with great prospects of seeing some of them adopted in the constitution because of the strong opposition to the first draft from the Senate, which must ratify the treaty. Senator Hitchcock, Chairman of the Foreign Relations Committee of the Senate, has agreed that the "round robin" has actually strengthened the President in the stand he originally took at the Peace Conference. From the latest dispatches it appears that Great Britain, in the interest of securing the support of the United States, without which the League of Nations could not be a success, might be willing to agree to recognition of the Monroe Doctrine in the constitution. And if Britain takes this stand, the other Powers will follow.

The Objections of Mr. Knox

The most searching criticism of the League of Nations constitution was that of Senator Knox. Mr. Knox assailed the constitution as a "loosely drawn" document which struck down the "precepts of the Constitution of America," particularly in putting into the hands of other nations the power to decide whether the United States might go to war, the determination of the extent of our armament, and our relation with other countries as to commerce and immigration. As substitute plans, Senator Knox proposed compulsory arbitration of all disputes, or, second, "an alliance with the strongest other Power or two Powers of the world for mutual protection," or, third, a veritable League of Nations, if the American people are prepared for the sacrifices involved, stronger than the one proposed. Senator Knox argued also for the inclusion of the Central Powers in any league that should be formed, on the ground that exclusion would eventually result in the formation of a second league antagonistic to the first.

Mr. Taft's Defense

The most elaborate and detailed defense of the constitution of the League came, not from President Wilson, but from ex-President Taft, speaking at the Metropolitan Opera House, on the same platform with President Wilson. Mr. Taft took up in detail the provisions of the constitution and answered the objections that had been raised. As to the reduction of armaments, he held that this reduction would not be operative as to any nation until agreed to by that nation. In regard to the binding character of the covenant, the constitution made no provision, but Mr. Taft suggested a period of ten years, with arrangement by which any member could withdraw on reasonable notice of one year or two. As to immigration, Mr. Taft held this to be a matter of domestic concern, in this interpretation agreeing with the President. In regard to military and naval forces to be contributed to the protection of the covenants of the League, he pointed out that the word used is "recommend" and that the question, therefore, would depend upon the vote of Congress. The Monroe Doctrine he considered extended to the rest of the world, not destroyed, but was not averse to specific recognition of it in the constitution. The declaration of war he interpreted as still being left in the final analysis to Congress. As to the much-debated point that the constitution of the League destroys our sovereignty, Mr. Taft said: "The covenant takes away the sovereignty of the United States only as any contract curtails the freedom of action of any individual which he has voluntarily surrendered for the purpose of the contract and to obtain the benefit of it. The covenant creates no super-sovereignty."



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BRUNSWICK SUBSCRIPTION CO., 225 Fifth Avenue, New York City

Lest We Forget

Continued from page 411

took my hand when we placed her in the auto and gave me a Catholic blessing. I thanked her for it and offered a Protestant prayer for her; and it is almost certain that God paid no attention to the labels.

I talked with a peasant family of refugees composed of a pitifully thin husband, a wife no less thin, a girl of sixteen, a boy three years younger, and a baby in the mother's arms. For eight days they had been fleeing from the Germans, and early this morning they had reached a town from which they could take a train for Paris. All of their possessions were on them, in the bundles they carried, in two grain sacks and a small trunk. Everything else was gone.

Lunch was offered them at the Red Cross canteen, but exhaustion seemed to have destroyed their appetites, and they persistently refused. The baby, however, resolutely was doing its frantic best to get something from a meager fountain. The husband imparted the awful information that he had not smoked a cigarette for eight days and was almost ready to quit the fight. Nor did he have a sou. He was of the opinion that the Germans did not know how to make war; what they did was "sauvagerie," and he hoped the Americans would batter them to the earth. An appeal to an American soldier provided him with a cigarette, and he immediately lapsed into a silent intoxication of enjoyment.

The wide-eyed girl appeared to be in possession of herself more than any of the others. In a voice scarcely audible she murmured, "Merci," when money was pressed into her hands. Poor little maid! She looked about with eyes which still seemed to see only the terror they had witnessed in the days of flight.

The hours passed. Every train brought a flood of fugitives. Red Triangle and Red Cross men and women met them, fed them, directed them, encouraged them and saw that they were sent to places of safety. Many were too miserable to realize what was being done for them. One woman, however, who staggered from the train exhausted, exclaimed when she saw us: "They told us if we could only reach Paris, the Americans would take care of us. Behold, you are waiting for us and are caring for us. Oh, that wonderful America!"

Now that the dread terror of Germany is gone, the stream of refugees is flowing in the other direction; and to what? Homes and fields and towns devastated. Again let America lift up her eyes and see the need and the infinite opportunity.

The Anglo-American "Steam Roller"

Continued from page 407

The High Commissioner has an enthusiasm besides his patriotic ardor that will appeal to Americans. He has a picturesque enthusiasm for Jugo-Slav comestibles. One hears even of a unique and palatable brand of Jugo-Slav plum pudding.

With the best will in the world America can not assist all the small nationalities to achieve their desires. There is a serious question, indeed, as to whether America's prominence in the Peace Conference will not lead some of the more important nations, and even the most gallant of all our Allies, to feel less than neighborly over the way in which America's statesmen have been impelled to influence the destinies of nations. To refer not to the official French view, but to what one may hear at the dinner-table or elsewhere among the people of France. "France," said this engineer who has served three years at the front, "is in the position of a 'conquered victor'—a victor that has nothing to show for victory. Instead of dealing with the urgent problems of France such as repayment for the devastated areas and the reconstitu-

THROAT

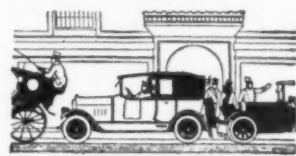
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tion of normal industry in France, the Conference has turned its attention at once to the Balkans. Meanwhile industry in this country is not resuming. I can not find work in my profession as an engineer. There is no job for me in my own country. I am obliged to leave to find work in Madagascar."

However necessary America may be after the peace to the upbuilding of Italian enterprise it is a question whether Italy will have a cordial feeling toward the United States in view of America's stand for recognition of Jugo-Slavia and in view of the American delegation's taking the lead in announcing to Prime Minister Orlando that it would not be possible for Italy to annex all of Jugo-Slavian territory. Again there is likelihood of some hostility toward America on the part of the British colonies because of America's insistence on the principle of trusteeship for the colonies taken from Germany.

Can the League of Nations succeed enough to keep America in good standing

with the other neighborly nations of the League?

The success of the League depends not upon the main principles of the institution so much as upon the manner in which its multiple details are worked out. These involve the great problems of the future. For many reasons, some of which have been indicated, there is a tendency to take the way of a League of Nations as a shortcut to the solution of vast problems. Will the League be sufficiently highly organized to carry on these intricate tasks? A prominent supporter of the League of Nations plan who is at the same time sceptical of the success of a new political order, if it is too rapidly developed, said the other day:

"Presupposing an effective organization of an executive council, and provided the problems referred to the League are sufficiently worked out in detail as well as agreed upon in principle by the Peace Conference, there is no reason why the League should not serve the great ends contemplated."

The Weather Man at the Front

By RAE D. HENKLE

ALMOST in the very center of France the United States army established a station for the collection and despatch of weather information. The observers, however, were not interested in the formulas so familiar to us at home. It is probable that not once did they send out a "fair and warmer," or a "probably rain" forecast since the station was opened.

Instead, it did this, which we will admit is of a bit more vital importance: It told the aerial depots when it was safe for a bombing expedition to start over German territory. It told the artillery when it could put down a gas barrage without endangering our own men. It guided the heavy artillery in its calculation of ranges. And on the other hand it warned our field commanders when conditions were such that they might expect certain kinds of enemy activity.

In other words, this central station and its agents at the front advised, and in a measure controlled, the offensive and defensive work of the army so far as it can be influenced by atmospheric or meteorological conditions. And, as a large part of this work depends for its success or failure on the prevalent phases of the weather, some idea of the importance of the weather service may be obtained.

The Germans were the first to appreciate the importance of obtaining and collating accurate meteorological information for the use of the fighting organization. Even before the war began the science was represented in the staff work, and weather experts went along with the armies that marched through Belgium. Their work at that time was of minor value compared with that of today, for it was not until the more thorough development of aerial warfare and the extended use of gas that the scientists became vitally important factors in field headquarters.

The aviation section is particularly dependent on the advice of the scientific arm in all its larger activities. Suppose an order reached an airplane field that would send a squadron of machines that evening to bomb munitions centers in the Rhine valley. It might necessitate a flight of 300 miles for the round trip. The more fuel each machine carries the less the weight of the explosives it can take along. The weight of fuel, then, is reduced to the lowest point consistent with a safe margin for return.

Before the flight begins the squadron commander gets in touch with the meteorological station and he is told what level to take on the outward trip and what level to take on the homeward journey. This information is given to him because the men at the weather instruments know the wind velocities and directions at every level on which it is practical for an air-

plane to fly. They have found that at 9,000 feet at the hour set for the start the wind is blowing toward the Rhine country at so many miles an hour and that it probably will continue at approximately that speed and direction during the two hours consumed by the trip. The wind, then, will be at the back of the machines and a high speed and minimum consumption of fuel will be possible.

Once over the enemy country, the aerial defenses passed, and the bombs dropped on factories, railroads and bridges, the airmen climb to the 14,000 foot level where they have been told before their start they will find an air current moving generally in the direction of their home hangars. Again, with low fuel consumption and good speed, they ride the wind to the safety of their own lines.

So accurate have the scientists become in the collection of this aerial information that men on a long bombing expedition follow their advice without question. And so complete is the forecast that at times it has been relied on for a simultaneous air offensive from the English Channel to the Mediterranean.

It is in this same field of wind current investigation that the meteorologists have come recently to be invaluable adjuncts to the artillery. For years American gunners have been second to none in the armies and navies of the world, but they have approached still further to their goal of perfection by the aid of their scientific comrades. The latter now are in a position to send to the pointers of the longer-range guns and howitzers the exact wind velocities and directions for every hundred feet or so the shell travels into the air. A shell which is sent three miles high to get the proper trajectory on the target passes through constant temperature changes as well as changes in strength and course of the air currents. Each little variation is certain to have its effect on the accuracy of the shot, which, if these factors were not considered, might be deflected so far from the target that the shell would be wasted.

Under the system we have worked out, the battery commander can obtain from the scientist's station all the information needed to enable him to lay his piece at such an angle as to correct all the deflections arising from atmospheric conditions.

The personnel of the American meteorological service has been carefully selected from men who are authorities in every line of the work. The equipment is as complete as it possibly can be made and includes a large number of delicate and complicated instruments, some of which the war itself has caused to be developed. The care and operation of the instruments is entrusted almost wholly to college men who are thoroughly versed in their uses.



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Liberty's fatherland—aye, and her motherland,
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Holy humanity's sisterland, brotherland,
Free of the despot of caste or of clan!
My land and thy land, with justice a verity,
Righteous in war as in peace and prosperity,
Land of democracy, hope of posterity,—
Altar of Freedom and glory of man!

Liberty, home we have made of the world for thee;
Blest are the banners thy heroes unfurled for thee;
Attila's breed from thy soil we have hurled for thee—
Rises the sun of thy smile over all!
Thee to defend rose America thundering,
Bridging the sea amid breathless world-wondering,
Europe redeeming, thy bondage-cords sundering,
Dooming eternally tyranny's thrall!

Liberty's flame lights the sea and the shore for us!
Master and slave are a legend of yore for us!
Might shall imperil the land nevermore for us:
Lord, Thou hast willed and the war-spirits flee!
Jubilant gun and bell, vying uproarious,
Join the glad voice of the peoples victorious!
Man, in the triumph of Liberty glorious,
Shouts to his Maker, "Thy people are free!"

CHARLES DANA SOUTH.

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Aeolian Hall	East is West	Fay Bainter as Chino
Astor	Penny Wise	Lancashire comedy
Belmont	The Woman in Room 13	Mystery melodrama
Booth	Concerts and lectures	Music by leading organizations and soloists, and New-music travel talks
Carnegie Hall	Somebody's Sweetheart	Tuneful operetta
Central	A Prince There Was	George M. Cohan
Cohan	The Royal Vagabond	Rolling satire on comic opera
Cohan & Harris	Toby's Bow	Southern comedy
Comedy	The Better 'Ole	Bairnsfather humor
Cort	Three Wise Fools	Sentimental comedy
Criterion	Dear Brutus	Barrie charm
Empire	The Net	Play about mother love
18th Street	Lightnin'	Delightful character play
Gaiety	The Honor of the Family	Otis Skinner
Globe	The Invisible Foe	Spiritualistic melodrama
Harris	Everything	Immense spectacle
Hippodrome	Friendly Enemies	Play about loyalty
Hudson	Moliere	New drama
Liberty	The Burgomaster	New play by Maeterlinck
Little	Three Faces East	Ingenious spy play
Longacre	Daddies	Bachelors and kiddies
Lyceum	The Unknown Purple	Genuine thriller
Lyric	Tea for Three	Exceptionally witty
Maxine Elliott	Mis' Nelly of N'Orleans	Mrs. Fiske at her best
Miller	The Velvet Lady	Gala musical comedy
New Amsterdam	Opera Comique	Good singers in repertory
Park	Forever After	Alice Brady in romantic play
Playhouse	Redemption	John Barrymore in colorful Tolstoy drama
Plymouth	Oh, My Dear!	Smart musical comedy
Princess	Portmanteau Plays	Unusual repertory
Punch and Judy	The Fortune Teller	Marjorie Rambeau
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Vanderbilt	Le Misanthrope	
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Bltou	A Sleepless Night	Bedroom farce
Broadhurst	The Melting of Molly	Bright musical show
Casino	Some Time	Ed Wynn and girl
Eltinge	Up in Mabel's Room	Lingerie farce
44th Street	Sinbad	Al Jolson
Knickerbocker	Listen, Lester!	Amusing revue
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Watching the Nation's Business

LESLIE'S WEEKLY Bureau, Washington, D. C.

War's Burden for Coming Generations

THE child born today comes into a fiscal system which must provide \$1,200,000,000 a year for the next quarter of a century to pay off the war debt of the United States. Estimates based on incomplete data assume that the net war debt, exclusive of loans to the Allies, will be \$18,000,000,000. An average rate of 4 1/2 per cent. interest would amount to \$765,000,000 a year. This, raised by taxes on the people, would be applied to the payment of interest on the bonds. A cumulative sinking fund provision of 2.32 per cent. recommended by Secretary Glass, would suffice for the redemption of all the bonds in twenty-five years, and would call for an additional \$417,000,000 a year. The final costs probably will be greater rather than less. Their meaning becomes better understood when it is recalled that a few years ago a "billion dollar Congress" was spoken of with bated breath. Efforts to clamp the lid on increasing appropriations make no headway. The \$33,000,000 bill for rivers and harbors went through, despite opposition by a few conservatives. "It is a bill well salted to the taste of the Senate for pork," said Senator Smoot, and hinted at evidences of "Southern hospitality" when the \$733,000 item was reached providing a six-foot channel for the Oklawaha River, in Florida, the home State of Senator Fletcher, chairman of the Senate Commerce Committee. It would be an easy matter for the Southern Senators to retaliate, however. The Senate good roads rider, adding \$200,000,000 to the post-office bill, went through the House by a vote of 268 to 7, although it was shown that only 45 miles of road had been built with the \$4,000,000 expended out of the 1917 appropriation of \$75,000,000. The remedy would be found by adopting a budget system, assuring legitimate projects without sectional favoritism, and effecting a notable reduction in expenditures.

Grooming for the Race of 1920

The liveliest political campaign since the Civil War will come in 1920. A year from now the National Presidential conventions will be called; a year from November the Presidential election will take place. Already the political pot is boiling. Various willing candidates are awaiting the lightning. Tactics vary. The death of Theodore Roosevelt removes the interesting possibility of a third-term campaign between the ex-President and Mr. Wilson. Bryan does not think his racing days are over. He is an ardent prohibitionist, a worker for woman suffrage, for dual control of the railroads, and an advocate of the League of Nations. Mr. McAdoo may be joined in unofficial life by Secretary Baker, both feeling that departments which have been under fire during the war are not healthy for growing presidential booms. Champ Clark still remembers the Baltimore Convention, and his thwarted ambitions which are not dead. Among the Republicans there is Judge Hughes, with a fine war record of Americanism, and the desire to come back is only human. Of the soldiers there is General Pershing, still observing army etiquette to the extent of declaring himself a soldier and not a candidate; and General Wood, whose personal following is akin to that of Roosevelt. Senator Harding of Ohio, with sound principles, is fine timber from the right geographical location. The progressive branch of the party is busy also, for Senator Borah has led in the attacks on the League of Nations, and will go before the country on a speaking tour, which may develop into more than it starts out to be.

Gompers as an Autocrat

Four hundred foremen at Hog Island, each receiving \$64 a week, struck for an increase of \$6, with special allowances for holidays. Thousands of men under them were laid off for the day on which the claims were presented. Director-General Piez, of the Emergency Fleet Corporation, after reviewing their case declared the claims unwarranted, and made an appeal to organized labor to aid in getting industry back on a productive and competitive basis. "It is only by manning the yards with men of skill and experience," said Mr. Piez, "that our costs can be lowered to a competitive basis, thus putting the yards in the market for foreign ship orders without an ultimate reduction in the wage scale." This has been the contention of all who look for a maintenance of employment in the United States. Unfortunately, the vital point of an increase in average individual production as justification for a demand in wage increase was not touched upon by the Hog Island foremen. It is equally absent from the general stand of labor leaders. Congress evidently wants to handle reconstruction problems wisely, but knows that there must be mutual consideration and concession. "The greatest autocrat in the United States today is a man of very great ability," said Uncle Joe Cannon in a discussion in the House. "I am not denying that he is honest, but Samuel Gompers is the greatest autocrat in the republic and he demands Government ownership." To this Representative Kitchen said, amid applause, "Let you and myself join hands and try and keep the Republican Congress from letting Gompers dictate to us." Meanwhile leading business men believe that the less the Government interferes the better, confident that American genius, plus a high standard of efficiency in production, will go far toward solving the problem of maintaining the standard of American wages.

Fighting Then and Now

No word will ever be uttered in depreciation of the bravery of the American officers who fought in France. Neither can a comparison of American officer losses in the final drives do other than accentuate the fearful hazards taken. With the commanding generals, however, modern warfare offers a contrast on the side of personal safety. During the Civil War more major-generals were killed in a single five-hour engagement at Franklin, Tenn., than in the whole world war. The fourteen general field officers who fell at Franklin were leading their men in person. This phase of earlier battles has passed. The telephone and the wireless have rendered it possible for the commanding officers to direct operations even better from points of safety than at the front, while the introduction of the airplane would make the directing officer at the front an easy target for the enemy. Had the modern agencies been available during the Civil War, battles would have been fought along the same lines as today. Where the fighting in France was in the open, there has been small difference. There will be thousands of tales of personal heroism and disregard of danger on the part of American officers yet to be told, equaling anything that took place in the Sixties when Americans fought against one another instead of side by side. Nevertheless the death-dealing weapons of modern times mean an indescribable toll of life among the privates, far surpassing the earlier records, which is enough to rally the thinking to the support of a league of nations, or any other plan that will put an end to war as a means of adjusting disputes between nations.



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So each 32-cent package served in place of meats saves around \$3. And the housewife who saves it should have it.

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This is how some necessary foods compare in cost, at this writing, based on their caloric value:

Cost of 6221 Calories

In Quaker Oats	\$0.32
In Round Steak	2.54
In Veal Cutlets	3.53
In Average Fish	3.70
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And Quaker Oats, which costs so little, is the greatest food in the list.

Analysis shows the oat to be almost the ideal food in balance and completeness.

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Quaker Oats

The Oat Dainty

Quaker Oats means extra flavor without extra cost. It is flaked from queen grains only—just the rich, plump, flavory oats. We get but ten pounds from a bushel.

In millions of homes this exquisite flavor has made the oat dish popular.

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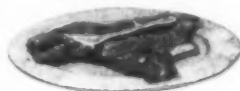
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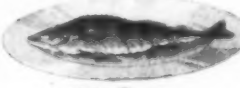
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Jasper's Hints to Money-Makers



THE WORLD'S NEWEST OIL FIELD, RANGER, TEXAS

Excitement equal to that caused by discovery of a rich gold field rages over petroleum discoveries at different points in central north Texas. There has been a rush thither of prospectors and speculators from all directions and everybody is dabbling in oil, oil leases or oil stocks. Many formerly poor persons have become suddenly wealthy and the land owner who has not made a fortune is a rarity. Oil abounds everywhere. Live wells have been drilled on farms, on town lots, and in churchyards. Over \$200,000,000 has been already expended in leases alone in this new and productive oil region, and development is proceeding at a great pace. A panoramic view is here given of Ranger, the center of a petroleum-producing section of wonderful richness. The first gusher was brought in here during October, 1917. In less than a year the town grew from 1,000 population to 14,000. Other oil towns have had a like rapid growth.

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their weekly and to answers to inquiries on financial questions and in emergencies, to answer by telegraph. Preferred subscribers must remit \$5 directly to the office of LESLIE'S in New York, and not through any subscription agency. No charge is made for answering questions, and all communications are treated confidentially. A three-cent postage stamp should always be included. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Avenue, New York. Full name and exact street address, or number of post office box, should always be given. Anonymous communications will not be answered. The privileges of this department are not extended to members of clubs who are not individual subscribers.

THE Stock Market abhors stagnation just as nature abhors a vacuum. It must move either up or down, especially after a long period of liquidation. This liquidation forces lower prices. The only way in which such a market should move, therefore, is upward. The liquidation during the closing months of the past year was not so complete as to lay the foundation for a bull market or for a continued spring rise.

This may come later, but it will only come with an assurance to the country that Congress will be convened in extra session at an early date, and that when convened the party in control will lay down such a policy of reconstruction, economy and efficiency as will appeal to the whole country.

The Congress just expired pursued with deliberation but not with malice (for its policy was obviously due to inexperience) the plan of taxing business to death, to pay the terrific cost of the war, while at the same time it maintained the high cost of living by voting a billion dollars to guarantee the price of wheat, and another billion to appease the demands of the railroad men.

The revelation that Secretary Glass and Director-General Hines both feared a financial collapse and so expressed themselves confidentially before the Senate Appropriations Committee, while urging the necessity of passing the bill to provide \$750,000,000 to finance the railroads, indicates the undercurrent of pessimism at Washington during the closing days of Congress. It is refreshing to note that the failure to provide the \$750,000,000 so urgently requested by the railroad administration has not brought about the expected result. Thanks to our bankers!

Both Mr. Hines and Secretary Glass now believe that the railroads can be so financed through the banks as to enable them to

meet their obligations without facing bankruptcy. The one comfort, in the fearful muddle of the railroad situation is that it has settled the question whether the people want this sort of socialistic notion fastened upon them. From every part of the country protests against continuation of Government control of the railroads are heard, and from all classes of shippers, including the farmers.

The incoming Congress can do no more praiseworthy and popular act than to release the railroads from Federal control by suitable legislative action, such as President Rea of the Pennsylvania system recommends in his annual report: "Whereby all interests will be adequately protected and the country assured of a progressive transportation system and the railroad owners a fair return upon their investment."

We can trace our industrial unrest back to the day when a cowardly Congress meekly yielded to the demand of the four railroad brotherhoods for an increase in wages and a diminution of working hours under threat that if these were not granted the business of the entire country would be paralyzed. From the date that this cowardly act was done, radical labor leaders have proceeded on the theory that they can ask whatever they want and that the Government must support their claims. The Government has pursued such a policy of truckling to labor regardless of the interests of the public, that the latter have been made to suffer incalculable hardships.

The result of this truckling policy was shown in Seattle, where an open threat of a revolutionary movement of the Bolshevik kind was made, and where for two days a great and prosperous city was completely tied up until business men and patriotic citizens generally got behind a fearless mayor and put an end to the proceeding. It is noticeable that in the recent election in Seattle the labor union candidates for

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on page 420, you will find a descriptive list of booklets and circulars of information which will be of great value in arranging your investments to produce maximum yield with safety. A number of them are prepared especially for the smaller investor and the beginner in investing.

the City Council were defeated by candidates standing on a platform of 100% Americanism.

In the case of the New York harbor strike the boatmen and the owners of the craft both agreed to leave questions in dispute to the War Labor Board, but when the decision was rendered, union leaders, in defiance of their solemn contract with the President, ridiculed and repudiated the award of this board and attempted to tie up the entire port regardless of the suffering of the people and the injury to business.

The workmen of this country are as patriotic as any other class of our citizens. They are beginning to resent the leadership of the radical element, of the I. W. W. class. Striking evidence of this fact was given by the copper miners at Butte, Montana, when they refused to follow the radicals in a strike against a reduction in wages caused by the decline in copper. In the textile industry thousands of workers have gone back to work in defiance of the radicals, and in Schenectady two prominent union men in the General Electric Company have printed an appeal in the newspapers to members of their union to reject the advice of the radicals and to accept the new conditions that have followed as the result of the sudden close of the war.

The whole tendency in this country is toward the suppression of the disturbing element. Texas has just passed a law to permit foreign corporations that had been ousted from that State for violation of the anti-trust laws to return. The South realizes the great mistake it made in opposing big business. The report that the Standard Oil Company of New Jersey is planning to spend \$10,000,000 for improvements near Charleston, S. C., is an indication of what will happen in the South when it extends the "glad hand" to capital. With its magnificent ports, not only at Charleston but also at Savannah, Mobile, Jacksonville, New Orleans, and other rapidly growing centers of commerce, the South offers the best opportunity for the investment of capital that can be found in the United States.

Some very plain truths were told at the recent convention of the governors and mayors at Washington. Governors from the South and West reported that there were plenty of opportunities for profitable employment still open in their States. A delegate from Seattle, Mr. Wm. Piggott, said: "This panic about Bolshevism in the United States is all a bogey. The man is unfair who compares conditions in this country with Europe. There is no reason for anarchy or revolt in the United States when the working people have the best homes and the best working conditions in the world and can change their government by the ballot instead of by force." Mr. Piggott urged that mayors and governors should act more courageously in dealing with unrest. I second his motion.

Patriotic people of this country want an extra session of Congress as soon as possible. They want a League of Nations that will protect American interests. There ought to be no difficulty in reaching a satisfactory settlement in this matter, for the differences are not irreconcilable. We must all give and take. They want the railroads restored to private ownership. They want fair play for capital as well as labor. They want the Government to take its hands off the regulation of prices, so that the cost of living can be reduced, and correspondingly the cost of production diminished. They want the Victory Loan to succeed, but it faces a very serious situation. All these "lions in the path" will in due season disappear, and the country will be headed once more for the highway of General Prosperity.

It is true that we are in troublesome times and that some unforeseen, far-reaching trouble may precipitate a crisis. I do not look for this. The time for the crisis has passed. Better things are ahead. Wiser legislation is in prospect. Investors are awaiting opportunities, and speculators are mostly ranged on the bull side.

M., MASON CITY, IOWA: International Harvester Co.'s stock is a reasonably good business man's purchase. The market price is too high for the present dividend.

D., JACKSONVILLE, FLA.: Except for a long-pull I do not advise the purchase at this time of Adams Express, Kennecott Copper or Wabash pfd. A. There are more attractive issues.

D., COBLENZ, GERMANY: Instead of being a "good buy," Alaska Gold Mining Stock is a poor purchase. The company's earnings last year were disappointing, and the outlook is not bright.

D., DAVENPORT, IOWA: Glenrock Oil has a very irregular price record. Efforts are being made to boom it again. The company has possibilities, but the new issue of stock will almost necessarily keep down the market price.

L., BORDEAUX, FRANCE: Col. F. & I. is a Rockefeller property. Its reports indicate that its surplus has been very conservatively distributed. War orders did not constitute a large part of its business as that of other steel and iron concerns, and it is on a better peace footing.

M., RUSTON, LA.: Don't try to "get rich quick" in Wall St. or anywhere else. It is not a lottery and the gamblers in the end are always the losers, while the prudent investors are the winners. U. S. Steamship is, I fear, in the class you mention, but its reports did not indicate the fact.

E., BUFFALO, N. Y.: California Petroleum pfd. is an attractive business man's speculation. The common is a long-pull. Cosden is a fair purchase, with possibilities. The pfd. stocks of most leading dividend-paying organizations are still a good purchase from both the investment and the speculative standpoint.

C., HOPKINSVILLE, KY.: Firestone Tire & Rubber Co. is prosperous and last year it increased its surplus of more than \$26,000,000. It is one of the best tire companies. I do not advise purchase of stocks on margin, but in case that plan is pursued, the margin should be ample—50 per cent. is better than 10 per cent.

M., NEWARK, N. J.: Marconi Wireless Telegraph Company of Canada stock is not listed here. It is quoted at \$2 bid, \$3 asked. There seems to be no particular reason for either holding or selling it. The company's profits in 1917 were small and the surplus very moderate. The stock is inactive and a long-pull speculation.

M., HAMILTON, N. C.: I do not advise selling Wright-Martin and purchasing instead U. S. Steamship. The unexpected deferring of the dividend caused loss of confidence in U. S. Steamship. Wright-Martin may work out, although the common is at present a long-pull speculation. The Submarine Boat Corporation's condition is not satisfactory, but insiders are predicting an advance and renewal of dividends.

Bond Inquiries

O., OMAHA, NEBR.: Wilson & Co.'s ten-year notes are well regarded from an investment standpoint.

F., CARSON CITY, NEV.: The Detroit United Railroad pays liberal dividends, and its 4½'s seem reasonably safe.

P., METUCHEN, N. J.: Montana Power 5's are a good investment. Chicago, North Shore & Milwaukee first 5's are fairly attractive.

B., NEW ATHENS, ILL.: The Public Service Corporation of New Jersey is one of the most flourishing public utility companies, and its bonds are well regarded.

B., AMSTERDAM, N. Y.: You can safely invest your moderate capital in New York Telephone, Liggett & Myers, Dominion of Canada and United Kingdom bonds.

C., Poughkeepsie, N. Y.: Your plan of distributing your \$50,000 estate—\$20,000 in first farm mortgages, \$20,000 in safe bonds and \$10,000 in pfd. stocks—is a good one.

S., FREDERICKTOWN, PA.: The securities you have purchased—Amalgamated Sugar 7's, Northern States 7's, Mid. Co. Petroleum 7's—seem excellent business men's purchases.

W., LONG BEACH, CAL.: Southern California Edison is one of the public utility companies which have been allowed to increase rates. It is prosperous, pays dividends, and its bonds look like a purchase.

T., NEW BRITAIN, CONN.: For a person who does not care to speculate and is not satisfied with savings bank interest, the non-fluctuating first mortgage real estate bonds sold by S. W. Straus & Co. offer a good investment.

E. L. Q., TROY, N. Y.: Amer. Tel. & Tel. 6 per cent. notes are an excellent purchase. Among good, though not first-grade, bonds, are N. Y. C. deb. 6's, Southern Pacific conv. 4's, Kansas City Southern ref. and imp. 5's, U. S. Steel s. l. 5's, and Southern Railway cons. 5's.

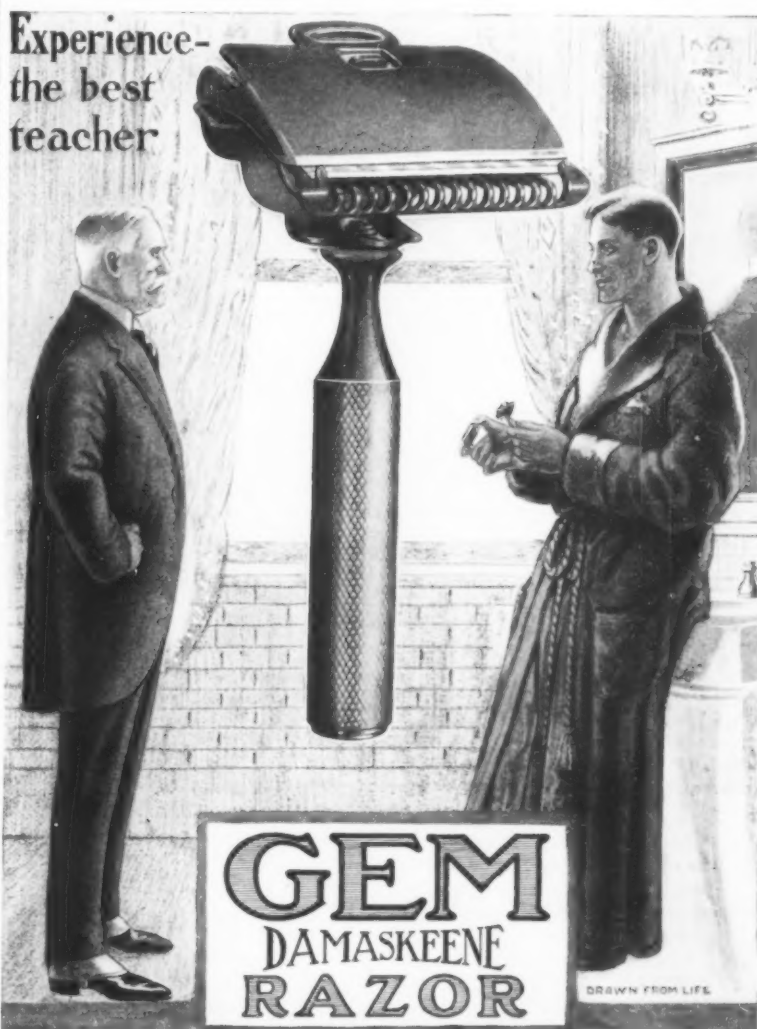
G., ATLANTIC HIGHLANDS, N. J.: Though it is probable that Russian bonds will eventually be redeemed, the unsettled condition of that country lends much uncertainty to the issues. The debt is heavy and concessions by bondholders may become necessary. Bonds of the United States, Canada, Great Britain and France are safe. Russian bonds are too speculative for a woman. The bonds of our best railroad and industrial organizations and first class real estate and farm mortgage bonds would be much better.

A., PINEVILLE, MD.: One with \$15,000 to invest will find an excellent opportunity just now to do so in bonds of the best class which in normal times will sell much higher. The choice of these are Liberty Bonds and those of Great Britain. One might diversify such investment by putting \$1,000 each in Liberty Bonds, Great Britain 5's, West Shore 4's, Atchafalpa general 4's, C. B. & Q. Joint 4's, Reading general 4's, Southern Pacific cons. 5's, Union Pacific first 4's, U. S. Rubber first and ref. 5's, or American Tel. & Tel. col. tr. 5's, and \$1,000 each in the best real estate and farm mortgage bonds.

New York, March 15, 1919.

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Doing Her Bit

Readers' Guide and Study Outline

Edited by DANIEL C. KNOWLTON, Ph.D.

Weekly Suggestion. Such interesting economic problems as the relation of government to business and labor, and its part in reconstructing and readjusting society, are suggested by the pictures and articles on pp. 401, 406, 411, 414-415 and 427. Interest naturally centers in President Wilson's return, the present status of the Peace Conference, our relations to the other great Powers and the new developments which each day brings forth, to complicate the situation or to make it clearer, as the case may be. Attention is called to pp. 403, 407, 414-415 and 423 in this connection. The double page, pp. 404-405, offers an opportunity for some interesting comparisons with the wars of other days and the real significance of the recent struggle. What is the nature of our debt to the boys who went and how should it be commemorated? Referring to the photograph, on page 404, of the return of Admiral Dewey and his sailors, the comparison is suggested between the Spanish-American and the recent world war in respect to the activities of the fleets. Why was it that in the former war the fleet played so important a part? What were the outstanding naval engagements of the recent war? Refer to the map in LESLIE'S for February 8, page 105. What is the relative size of our Navy today as compared with that of 1898.

Pictorial Digest of the World's News, pp. 414-415. Take an outline map of the world and on it locate the various events pictured here. Where does the greatest center of interest seem to be? Explain. In which of these events are we most interested and why? Do these pictures seem to indicate that different parts of the world are interested in the same things or in different developments? Which of these events are directly or indirectly connected with the war and how? Which of these events are connected and how? Do these pictures throw any light upon the main obstacles to peace? Are any of these developments matters for the consideration of the Peace Conference? Explain. Which of these events presents a real problem; how would you state it; and what solution would you propose?

The President Returns to Paris, p. 403. How does this event compare in importance with those pictured on pp. 414-415. Why is the President "returning" to Paris? How long has it been since he returned to the United States? How long was he abroad on his first trip? What route did he follow then? Is it likely to be the same this time? Explain. Why were two trips made rather than one? Present all the arguments either for or against the President's presence in Paris at this time. How different are conditions now from what they were at the time of his first trip, both here and abroad?

Decorations for Our Gallant Soldiers, p. 409. Are you acquainted with any recipient of one of these crosses in your town or city? What was the nature of the services which were recognized in this way? Upon whom were they bestowed, upon privates or officers? How large a proportion of the army was granted them, judged by the pictures? How long has the mint been turning out these decorations? (Look up the origin of the practice.) How large and important an establishment is the mint? Where is it located? How does it compare with some of the private

business houses or enterprises with which you are acquainted? What other business enterprises are carried on by our Government and with what success? Explain just why the Government has gone into these lines of activity.

New York's Tribute to Our Soldiers and Sailors and Some Triumphant Arches of Other Days, pp. 404-405. Where does this idea of a triumphal arch seem to have originated? How is it to be explained? Which do you regard as the finest bit of art and why? Which best serves the purpose for which it was designed and why? Which of these events do you regard as most worthy of a memorial and why? Does each one of these represent a great event in the world's history? Look up the wars commemorated and note just what each meant to the people who erected the arch. By whom do these memorials seem to have been erected in ancient times? To what extent were the people likely to be interested in them? How far are our boys deserving of permanent memorials for their services in the recent war? What form do you think such a memorial should take? What has your community done or what steps has it taken to perpetuate the memory of what its boys have done? Would you approve of making the New York arch a permanent structure? Why? Suggest some things which the schools of your locality might do as a tribute to the soldiers and sailors who took part in the recent war. Has your community erected any monuments or tablets to commemorate any of the events commemorated by these arches and memorials? How large and important part has your community played in any of these events?

Fatherless Children of Stricken France, p. 411. How necessary and important is the work to which these pictures call attention? How heavy have been the French losses as compared with those of other nations? To what extent have the French children suffered as compared with the children of other lands? How does the life of a French child differ, if at all, from that of a boy or girl in America? How did their opportunities compare with those of children here before the war? What changes, if any, has the war brought with it? With these pictures as a basis draw up an appeal for these children and argue that it is one of our tasks to care for them in the way proposed. (The pictures above may be used in this connection.)

Immigration and the Doughboy's Job, p. 406. Look up the two places noted in connection with the pictures. How large an American force is represented? Will they seriously complicate the labor situation here? Are our boys being successfully taken care of as they return? What do you know of the boys of your neighborhood? Has their return upset the labor situation? Take a "World Almanac" and note the figures for immigration before and during the war and then note how far they seem to contradict or support Mr. Kirtland's statements. An interesting exercise would be to prepare a graph showing the incoming and the outgoing streams. A series of graphs might be prepared to show the different nationalities concerned. The *Statistical Atlas of the U. S. Census Bureau* contains many interesting charts covering the immigration problem.

Why Some Foods Explode in the Stomach

And How 48 Hours Makes New Stomachs from Old

By R. S. THOMPSON

A MAN'S success in life depends more on the co-operation of his stomach than on any other factor. Just as an "army moves on its stomach" so does the individual. Scientists tell us that 90% of all sickness is traceable to the digestive tract. Yet in a surprisingly large number of cases even chronic stomach trouble can be remedied in from 48 to 72 hours.

Physical efficiency is the back-bone of mental efficiency. Unless our stomachs are effectively performing their functions in the way Nature intended, we can't be physically fit. And unless we're physically fit, we can't be thoroughly successful.

As Dr. Orison Swett Marden, the noted writer, says, "the brain gets an immense amount of credit which really should go to the stomach." And it's true—keep the digestive system in shape and brain vitality is assured.

Of course, there are successful men who have weak digestions, but they are exceptions to the rule. They succeeded *in spite* of their physical condition. Ten times the success would undoubtedly be theirs if they had the backing of a strong physique and a perfect stomach. There are a thousand men who owe their success in life to a good digestion to every one who succeeded in spite of a poor digestion and the many ills it leads to.

The cause of practically all stomach disorders—and remember, stomach disorders lead to 90% of all sickness—is wrong eating.

Food is the fuel of the human system, yet some of the combinations of food we put into our systems are as dangerous as dynamite, soggy wood and a little coal would be in a furnace—and just about as effective. Is it any wonder that the average life of man to-day is but 39 years—and that diseases of the stomach, liver, and kidneys have increased 103% during the past few years?

The trouble is that no one has, until recently, given any study to the question of food and its relation to the human body. Very often one good harmless food when eaten in combination with other harmless foods creates a chemical reaction in the stomach and literally explodes, giving off dangerous toxics which enter the blood and slowly poison our entire system, sapping our vitality and depleting our efficiency in the meantime.

And yet, just as wrong food selections and combinations will destroy our health and efficiency, so will the right foods create and maintain bodily vigor and mental energy. And by right foods we do not mean freak foods—just good, every-day foods properly combined. In fact, to follow Corrective Eating it isn't even necessary to upset your table.

Not long ago I had a talk with Eugene Christian, the noted food scientist, and he told me some of his experiences in the treatment of disease through food. Incidentally Eugene Christian has personally treated over 23,000 people for almost every non-organic ailment known, with almost unvaried success. An enviable record when one considers that people nearly always go to him after every other known method has failed. And the remarkable part of it all is that Eugene Christian's methods often remedy chronic cases of stomach trouble in 48 hours.

One case which interested me greatly was that of a young business man whose efficiency had been practically wrecked through stomach acidity, fermentation and constipation, resulting in physical sluggishness which was naturally reflected in his ability to use his mind. He was twenty pounds under weight when he first went to see Christian and was so nervous he couldn't sleep. Stomach and intestinal gases were so severe that they caused irregular heart action and often fits of great mental depression. As Christian describes it, he was not 50 per cent efficient either mentally or physically. Yet in a few days, by following Christian's suggestions as to food, his constipation had completely gone, although he had formerly been in the habit of taking large daily doses of a strong cathartic. In five weeks every abnormal symptom had disappeared—his weight having increased six pounds. In addition to this, he acquired a store of physical and mental energy so great in comparison with his former self as to almost belie the fact that it was the same man.

Another instance of what proper food combinations can do was that of a man one hundred pounds overweight whose only other discomfort was rheumatism. This man's greatest pleasure in life was eating. Though convinced of the necessity, he hesitated for months to go under treatment, believing he would be deprived of the pleasure of the table. He finally, however, decided to try it out. Not only did he begin losing weight at once, quickly regaining his normal figure, all signs of rheumatism disappearing, but he found the new diet far more delicious to the taste and afforded a much keener quality of enjoyment than his old method of eating, and he wrote Christian a letter to that effect.

But perhaps the most interesting case that Christian told me of was that of a multi-millionaire—a man 70 years old, who had been traveling with his doctor for several years in a search for health. He was extremely emaciated, had chronic constipation, lumbago, and rheumatism. For over twenty years he had suffered from stomach and intestinal trouble which in reality was super-aciduous secretions in the stomach. The first menus given him were designed to remove the causes of acidity, which was accomplished in about thirty days. And after this was done he seemed to undergo a complete rejuvenation. His eyesight, hearing, taste, and all of his mental faculties became keener and more alert. He had had no organic trouble—but he was starving to death from malnutrition and decomposition—all caused by the wrong selection and combination of foods. After six months' treatment this man was as well and strong as he had ever been in his life.

These instances of the efficacy of right eating I have simply chosen at random from perhaps a dozen Eugene Christian told me of, every one of which was fully as interesting, and they applied to as many different ailments. Surely this man Christian is doing a great work.

I know of several instances where rich men and women have been so pleased with what he has done for them that they have sent him checks for \$500 or \$1,000 in addition to the amount of the bill when paying him.

There have been so many inquiries from all

parts of the United States from people seeking the benefit of Eugene Christian's advice and whose cases he is unable to handle personally that he has written a course of little lessons which tell you exactly what to eat for health, strength and efficiency. This course is published by The Corrective Eating Society of New York.

These lessons, there are 24 of them, contain actual menus for breakfast, luncheon, and dinner, curative as well as corrective, covering every condition of health and sickness from infancy to old age and for all occupations, climates, and seasons, including special summer menus which enable you to withstand the heat and retain winter's vigor.

Reasons are given for every recommendation based upon actual results secured in the author's many years of practice. Technical terms have been avoided—every point is explained so clearly that there can be no possible misunderstanding.

With these lessons at hand it is just as though you were in personal contact with the great food specialist, because every possible point is so thoroughly covered that you can scarcely think of a question which isn't answered. You can start eating the very things that will produce the increased physical and mental energy you are seeking the day you receive the lessons and will find that you secure results with the first meal. And if you suffer from acid stomach it is quite likely that your trouble will successfully be overcome in from 48 to 72 hours.

If you would like to examine these 24 Little Lessons in Corrective Eating, simply write The Corrective Eating Society, Inc., Dept. 833, 443 Fourth Avenue, New York City. It is not necessary to enclose any money with your request. Merely ask them to send the lessons on five days' trial, with the understanding that you will either return them within the time or remit \$3.00, the small fee asked.

The reason that the Society is willing to send the lessons on free examination without money in advance is because they want to remove every obstacle to putting this knowledge in the hands of the many interested people as soon as possible, knowing full well that a test of some of the menus in the lessons themselves is more convincing than anything that can possibly be said about them.

Please clip out and mail the following form instead of writing a letter, as this is a copy of the official blank adopted by the Society, and will be honored at once

CORRECTIVE EATING SOCIETY, INC.

Dept. 833, 443 Fourth Ave., New York City

You may send me prepaid a copy of Corrective Eating in 24 Lessons. I will either remail them to you within five days after receipt or send you \$3.

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ARGO

CORN STARCH



Cooking—Pastries—Bread and Cakes—Puddings

ASK the up-to-date home cook what she uses corn starch for—and what kind she uses.

She will tell you that she uses corn starch in making delicious and unusual entrees; the tenderest, lightest bread, rolls, biscuits and cakes; the flakiest pastries; the richest, creamiest gravies; inviting puddings and dozens of other desserts.

And then she will tell you that Argo, the corn starch of extreme purity and delicacy has placed at her disposal this wonderful range of good things for the family table.

Add these recipes to your scrapbook—they will help to vary your menus.

Washington Cream Pie

2 tablespoonfuls Mazola, $\frac{1}{4}$ cup butter, $\frac{3}{4}$ cup sugar, $\frac{1}{4}$ cup Karo, 2 eggs, 1 cup flour, $\frac{1}{2}$ cup Argo Corn Starch, 1 teaspoonful baking powder, $\frac{1}{2}$ cup milk, 1 teaspoonful vanilla. Mix butter, Mazola, and sugar till very light, add eggs, one at a time, stir well between each, then add Karo, stir 2 minutes, next add flour, corn starch and baking powder sifted together, also milk and vanilla. Mix and bake in two layer cake pans in medium oven till done.

Cream Filling

Place a saucepan with $\frac{1}{2}$ cup milk, $\frac{1}{2}$ tablespoon Argo Corn Starch, 1 tablespoonful Karo

over the fire. Boil 5 minutes, then add $\frac{1}{4}$ teaspoon vanilla, mix well, and set aside to cool.

FRUIT—place 2 apples peeled, cored and finely sliced in a saucepan, add 1 tablespoonful Mazola, 1 tablespoonful Karo, 2 tablespoonfuls raisins, 1 tablespoonful fine chopped nuts, grated rind of $\frac{1}{2}$ orange over the fire, stir and let cook about 6 minutes or till apples are soft then remove from fire, add the fine cut orange and mix.

Over a layer of cake when cold, spread the cream filling, then put the mixed fruit over that, cover with the cake layer, and spread over that icing as follows: sift $\frac{1}{2}$ cup powdered sugar in a bowl, add 1 teaspoonful lemon juice, 1 tablespoonful warm water, mix and spread over top layer.

Ask your grocer for our Cook Book—or write us direct. And send us your favorite Corn Starch Recipes. Thousands of Argo users would be glad to know them.

CORN PRODUCTS REFINING COMPANY

Dept. H P. O. Box 161, New York City

